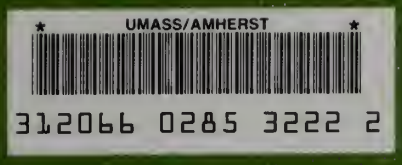
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ANNUAL REVIEW REPORT

OLD COLONY PLANNING COUNCIL

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1973

A N N U A L R E V I E W R E P O R T

OLD COLONY PLANNING COUNCIL

1973

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The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Massachusetts Department of Public Works or the Federal Highway Administration.

Old Colony Planning Council

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BROCKTON, MASS. 02401
617-583-1833

DANIEL M. CRANE
EXECUTIVE DIRECTOR

Mr. Thomas Humphrey, Director
Bureau of Transportation Planning
and Development
190 Portland Street
Boston, MA

Dear Mr. Humphrey:

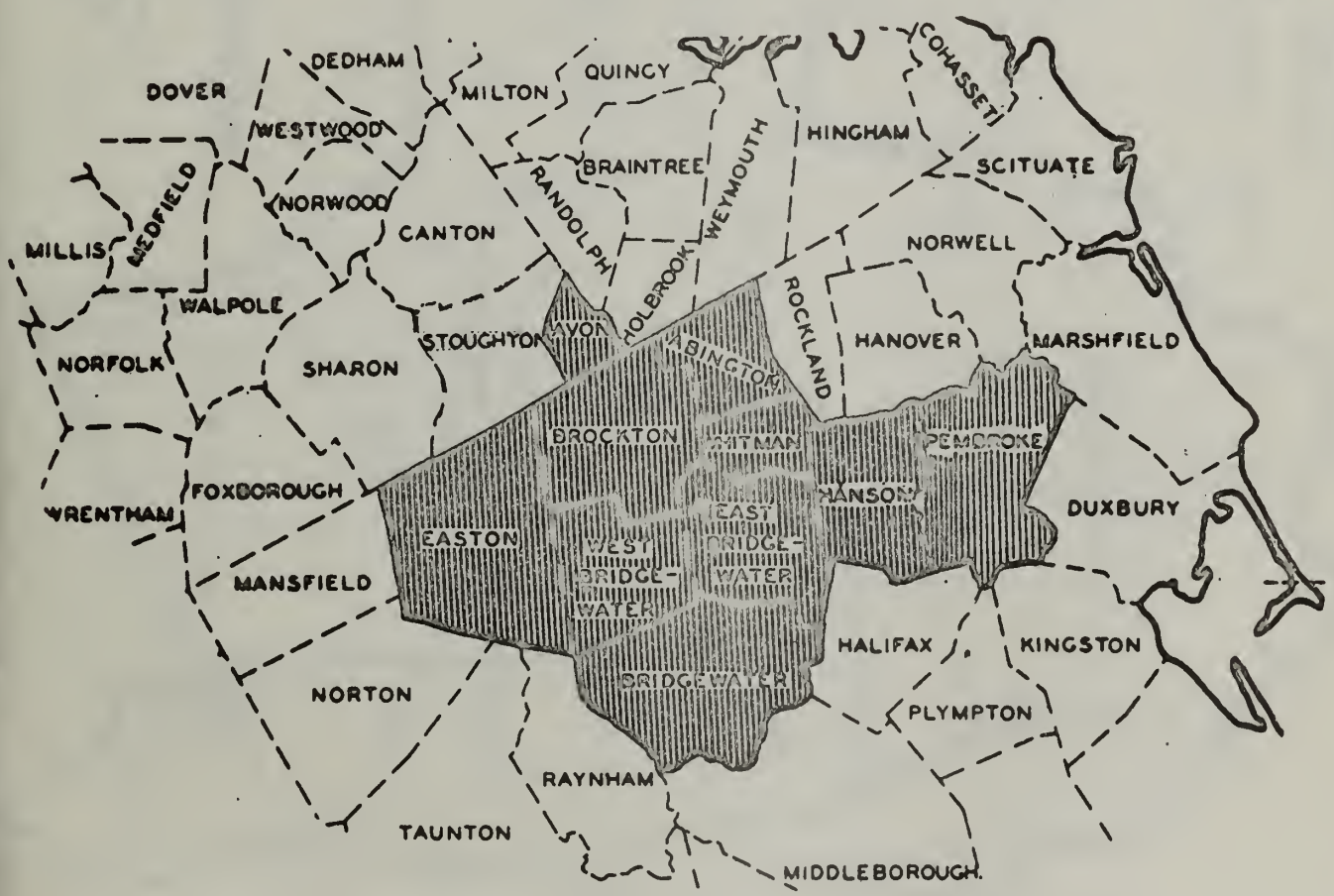
The Old Colony Planning Council is pleased to submit its Annual Review Report for 1973, prepared as part of our participation in the continuing, cooperative, comprehensive transportation planning process.

We hope that you find the material herein presented of use in your planning efforts.

Very truly yours,

Daniel M. Crane

Daniel M. Crane
Executive Director



SERVING

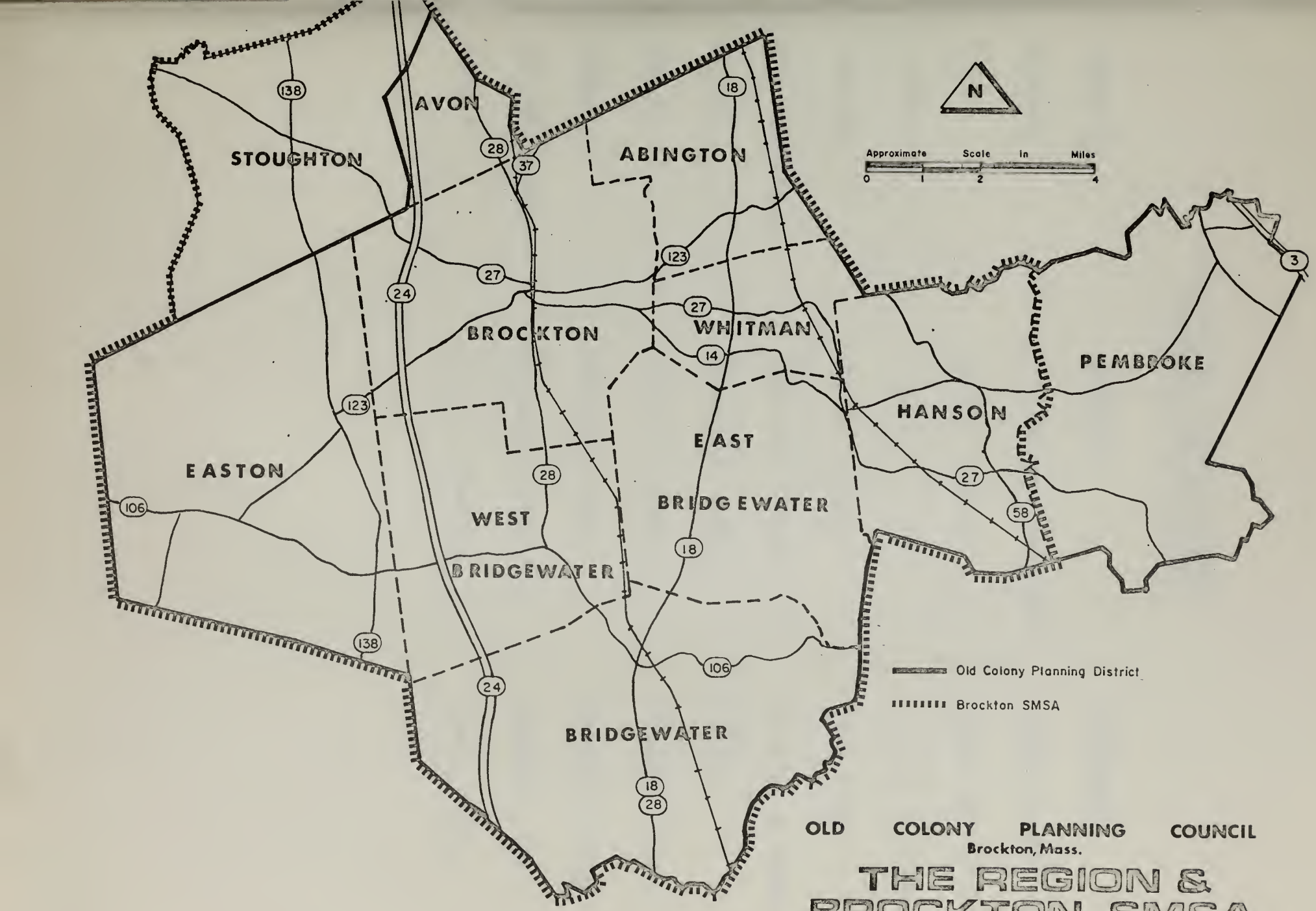
ABINGTON AVON BRIDGEWATER BROCKTON

EAST BRIDGEWATER EASTON HANSON PEMBROKE WEST BRIDGEWATER WHITMAN

SCALE IN MILES

0 10 20





OLD COLONY PLANNING COUNCIL
Brockton, Mass.

THE REGION & BROCKTON SMSA

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BROCKTON	David E. Crosby	Paul Adams
EAST BRIDGEWATER	Charles M. Repeta, Jr.	Charles A. Benson
EASTON	Richard H. Chase	Vacancy
HANSON	Robert H. Kenyon	Thomas F. Horan
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WEST BRIDGEWATER	Merton H. Ouderkirk	Ronald P. Snell
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OLD COLONY PLANNING COUNCIL

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Mr. Simon Young	Brockton	Brockton Traffic Commission
Mr. Jack Hurley	Easton	
Mr. Robert Moore	Brockton	Federal Fund Coordinator City of Brockton
Mr. John Yaney	Whitman	
Mrs. Barbara Easter	Bridgewater	League of Women Voters
Mrs. Pat Houle	Brockton	Brockton Taxpayers Association
Mrs. Susan Allan	Whitman	League of Women Voters
Mr. Nick Carbone	Brockton	
Mrs. Shirley Wishart	Easton	League of Women Voters
Rev. Kenneth Bjorklund	Easton	Council of Aging
Mrs. Judy Connolly	Easton	League of Women Voters
Mr. Francis Giniewicz	Abington	Board of Selectmen
Mr. Ted Parker	Avon	Parker Transportation
Mr. Charles Benson	East Bridgewater	Planning Board
Mr. Michael Sikora, Jr.	Hanson	Plymouth County Extension Service

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I. THE CONTINUING TRANSPORTATION PLANNING PROCESS

A narrative review of the 3'C Transportation Planning Process in the Old Colony Planning Council area.

The 3'C Transportation Planning Process began officially in the Old Colony Planning Council area in February of 1973 with the signing of an agreement consistent with a Memorandum of Understanding executed by OCPC, DPW & EOTC at an earlier date. The first few months were spent in organization of the Regional Planning Agency staff, in preparation to assume the new transportation planning functions, and the regional transportation group which in the OCPC region is called the Joint Transportation Committee (JTC). Delegates from the ten municipalities in the region were assembled to form a set of by-laws to guide the future functions of the JTC. A transportation planner was employed by OCPC to work with the regional transportation advisory group. In early spring of 1973 the roles of the transportation staff and the transportation advisory group became more clearly delineated in relation to each other. The job at hand for both staff and JTC in executing the new transportation planning process was at this time specifically addressed.

One of the first tasks taken on by the newly formed JTC was the establishment of a Short-Range Priority List. Formulation of this list became the first exercise in the discussion of those transportation needs in this area that required immediate attention. Discussion of priority items continued through several monthly meetings. The initial set of priority list suggestions was examined between these meetings and a formalized memo was produced by staff

which reviewed the feasibility of these suggestions and covered present status with up-to-date information related to the priority list suggestions. The intent of the memo was to assist the JTC members in selection of the final priority list items by providing recent information on these suggested items. The memo was not intended to influence the selection of priorities by the advisory group. After several months of discussion a final priority list was produced and accepted in August, 1973. At that time it was understood by the group members that this list was a document that should be reviewed and amended periodically at the discretion of JTC members. "The Short-Range Priority List " was adopted on August 16, 1973 and was the first such listing adopted through the 3'C process in Massachusetts. Item eight was added to the list in January. The current JTC Short-Range Priorities are as follows:

1. Instigation of intra-city and intra-region mass transit system.
2. Further development of senior shuttle system in regional towns.
3. Establishment of a comprehensive circulation system for downtown Brockton.
4. Improve traffic movement on Routes 27 and 123, particularly in Brockton downtown area.
5. Construct a more effective means of communication relative to public issues through altering the regional residents to sets of transportation problems and methods of solutions.
6. Improve regional school transportation system.
7. Continue to support further consideration of an east-west connector between I-495 and Route 3.
8. Identify and take steps to develop a carpool commuter parking lot and bus stop within the Region. (Added January 10, 1974)

The above mentioned list has played a strategic part in the functions of the JTC within the calendar year, 1973. Making a list becomes a static event if no action is taken toward resolution of the list items. As a result, the JTC has begun to respond to each item during the past few months in the following ways:

Item One - Instigation (improvement) of the mass transit system in the region has been aided by group support and contribution of efforts on a Technical Study Application to the Urban Mass Transit Administration. This would qualify the Brockton area for Capital Grants to improve the bus service and produce a five year Transit Development Program (TDP).

Item Two - Development of senior shuttle service has been sought through seeking out LINKS funds which would provide operation cost for regional transportation for the elderly and at the same time, supplement existing mass transit service for the general public.

Item Three - A comprehensive circulation system was proposed in the Brockton area-wide TOPICS Plan. The JTC has supported this improvement to Brockton's congested downtown movement by working with the Brockton Traffic Commission and through subcommittees. The JTC also worked in the planning of workshop sessions which would further explain to the public the beneficial impact of the circulation system's implementation.

Item Four - The JTC has supported the other recommendations from the TOPICS Plan that would provide low-capital cost improvements to upgrade the efficiency of movement on Routes 27 and 123. The JTC has again worked with the Brockton Traffic Commission to accomplish this.

Item Five - A great deal of effort has been invested by staff and JTC members to promote the 3'C process and identify the local advisory group to regional residents. This is thought to be of particular importance to the eventual products that will derive from the 3'C process in this Region. The JTC mailing list has expanded to several hundred. JTC members have made personal contact with City Councillors and regional selectmen, planning board members, the Chamber of Commerce, regional offices of Elderly Affairs, church groups and the like.

The objective has been to identify the JTC as a viable, accessible vehicle of "grass roots" input into transportation planning within this region and to bring to the layman means of understanding the complexities of planning for transportation improvements and those responsible for the decision making. In pursuit of this objective, the JTC has been holding their monthly meetings in a different town in the region every month. Prior to the meeting, the host town's selectmen are specially invited by individual letters that state that the JTC is coming to their town to discuss their particular transportation issues. In this way the JTC has attained regional identification which does not especially identify the group with one town over another. The results of this "Road Show" have been productive.

Item Six - Improvement of the school transportation system has, at this time, been considered a product to come from the TDP referred to in Item One above.

Item Seven - The JTC has made a formal request to the Bureau of Transportation and Development and the DPW District Office for a location and feasibility study of an east-west connector. Though this request has not been acted upon at this time, the JTC has proceeded to work on this item through personal contact of elected officials.

Item Eight - In response to the Engery Crisis, the JTC has sought the most appropriate means of promoting energy conservation in this suburban, extremely automobile dependent, region. One of the most appropriate means decided upon by the group has been instigation of fringe area parking lots near major intersections in the region. Notification of this addition to the Priority List was sent to the Director of the Bureau of Transportation and Development. A specific parking lot was suggested by the JTC in this communication in the vicinity of Routes 24 and 106. At the present time, this lot is being studied by one District DPW office for construction in the near future.

In summary, the Joint Transportation Committee of the Old Colony Planning Council has gotten off to a very satisfactory beginning in 1973. The 3'C process is working. However, few participants would argue that the process has come near to reaching its potential or that its impact on the region is leveling off. Efforts to develop the group and its communication to those agencies related to transportation planning will continue far past this first year, into the second year, and very likely into the third.

There is little doubt the group has a mission to perform in this region. In several instances, the JTC has been the only group available to work on certain task such as the National Transportation Study, the Regional Transit Authority, and others. Even at this very embryonic stage of development, the advisory group members have felt that they do fill a void which has existed in this area over past years. Emphasis to date has been placed on organization and promotion with less attention given to technical matters. It is hoped by the JTC that the merit of this 1973 approach to the implementation of the 3'C process will be evident in the "Annual Review Report" for 1974 through a continued social service role accompanied with work accomplished of a more technical nature.

JOINT TRANSPORTATION COMMITTEE
MEETING ACTIVITIES
1973

Meeting Date	Major Actions Taken
February	- orientation to 3'C Transportation Process
March	- preliminary organization of the OCPC-Joint Transportation Committee
April 5	- adoption of committee by-laws - election of officers - adoption of regional plan - selection of meeting dates - acceptance of 1973 Unified Work Program
May 10	- presentation of Mass. Action Plan - preliminary discussion of Short-Range Priority List
June 14	- review of priority technical memo - discussion on Long-Range transportation plan - status report on Brockton Transit System
July 12	- review of Short-Range Priority List - discussion of Route 24 improvements - discussion of area-wide TOPICS Plan - request to the DPW for more information on planned Route 24 improvements
August 16	- formal acceptance of the Short-Range Priority List - development of strategy to promote TOPICS Plan - 1974 Unified Transportation Work Program review

September 13	- 1974 Nation Transportation Study (NTS) Review - formation of subcommittee to respond to 1974 NTS - formation of subcommittee to research TOPICS Plan
October 11	- discussion on East-West Connector - request for location and feasibility study addressed to Commissioner of Public Works
November 1	- TOPICS workshop planning - 1974 Unified Work Program Approval
December 6	- status report on Technical studies application - LINKS Grant discussion

II ECONOMIC FACTORS

Employment

Covered employment for the Brockton SMSA increased from 32,719 to 41,393 between 1960 and 1970. This represents an increase in covered employment of 26.5 percent compared to a growth in population of 27.0 percent. From 1970 through mid 1973 an additional 6382 workers were added to the covered work force. A large part of this increase was due to the expansion of D.E.S. coverage in 1972. However, the SMSA totals for the first six months of 1973 show a continuation of the rapid growth trend of the sixties with total covered employment growing by 3.9 percent over the 1972 average. Unemployment, particularly since 1968, has been a critical problem in the area. The annual average unemployment rate for the Brockton SMSA in 1973 was 9.0 percent or almost twice the national average. The following table compares the unemployment rates of the Brockton SMSA since 1968 with those of the state and nation. Unemployment in the SMSA continued to climb in 1973 while the rates for the state and nation dropped.

TABLE I

ANNUAL AVERAGE UNEMPLOYMENT RATES

AREA	1973	1972	1971	1970	1969	1968
Brockton SMSA	9.0	8.3	8.6	6.5	4.1	4.0
Massachusetts	6.8	7.7	7.0	5.3	3.9	4.0
United States	4.9	5.9	5.9	4.9	3.5	3.6

TABLE 2

COVERED EMPLOYMENT BY SECTOR FOR BROCKTON SMSA

NUMBER EMPLOYED

	1950	1960	1970	1971	1972	1973*
Agriculture	139	153	225	219	235	220
Construction	1,267	1,690	2,258	2,384	2,461	2,482
Manufacturing	17,501	15,345	16,295	14,813	14,965	15,312
T-C-U	2,822	3,056	3,806	3,984	4,249	4,410
Trade	7,511	9,153	12,988	13,660	14,723	15,457
F-I-R-E	1,075	1,007	1,501	1,518	1,616	1,748
Services	2,254	2,315	4,320	4,289	7,725	8,146
Total SMSA	32,569	32,719	41,393	40,867	45,974	47,775

PERCENT DISTRIBUTION

	1950	1960	1970	1971	1972	1973*
Agriculture	0.4	0.5	0.5	0.5	0.5	0.5
Construction	3.9	5.2	5.5	5.8	5.4	5.2
Manufacturing	53.7	46.9	39.4	36.2	32.6	32.1
T-C-U	8.7	9.3	9.2	9.7	9.2	9.2
Trade	23.1	28.0	31.4	33.4	32.0	32.4
F-I-R-E	3.3	3.1	3.6	3.7	3.5	3.7
Services	6.9	7.1	10.4	10.5	16.8	17.1
Total SMSA	100.0	100.0	100.0	100.0	100.0	100.0

PERCENT CHANGE

	1950-60	60-70	50-70	70-71	71-72	72-73*
Agri.	10.1	47.1	61.9	-2.7	6.8	-6.4
Const.	33.4	33.6	78.2	5.6	3.2	0.9
Manf.	-12.3	6.2	-6.9	-9.1	1.0	2.3
T-C-U	8.3	24.7	35.0	4.5	6.7	3.8
Trade	21.9	41.9	72.9	5.2	7.8	5.0
F-I-R-E	-6.3	49.1	39.6	1.1	6.5	8.2
Services	2.7	86.6	91.7	-0.7	80.0	5.4
Total SMSA	0.5	26.5	27.1	-1.3	12.5	3.9

*1973 Figure available for first half of year only. Government employment not included in 1973 totals. Actual total covered employment was 50,758.

Source: DES

Employment by Sector

Table 2 shows employment trends in each of the major sectors since 1950. Following is a brief analysis of these trends for the manufacturing, wholesale and retail trade and service sectors.

Manufacturing - Since the Civil War manufacturing has been one of the mainstays of employment in the Brockton area. After World War II however, this sector began a steady decline in terms of employment. This decline is attributable to the tremendous loss of employment in the non-durable goods sector (i.e. textiles, apparel, leather, etc.) Between 1950 and 1970 the Brockton SMSA lost 3,543 non-durable manufacturing jobs of which 2,167 were lost by the city of Brockton. Over 90 percent of these employment losses occurred between 1950 and 1960.

The reduction of jobs in the non-durable sector has been partially offset by a substantial employment increase in durable goods manufacturing (i.e. lumber, furniture, machinery, instruments, etc.). SMSA employment in this category increased by 2,344 jobs or 74 percent between 1950 and 1970.

The attrition in manufacturing employment was halted in 1972 with an increase of 300 jobs. This slight growth trend continued through the first two quarters of 1973. However, manufacturing's share of total regional employment continued to decline from 39.4 percent in 1970 to 32.1 percent for the first two quarters of 1973.

Wholesale and Retail Trade - Employment in wholesale trade has

increased substantially since 1950 in Massachusetts, and in the Brockton SMSA. The number of employees in wholesale trade has increased at a much faster rate than has the number of firms, indicating a trend toward larger firms. In 1970, 2065 workers were employed in wholesale trade as compared to 1189 in 1950.

In terms of the total number of jobs provided, retail trade is the most important part of the trade sector. In 1970, employment in retail trade amounted to 10,923 or 84 percent of total trade sector employment.

The U. S. Census of Business indicates that between 1954 and 1967 total retail sales increased much faster in the SMSA than in the state. The most dramatic sales increases occurred in the categories of "General Merchandise" and "Furniture-Appliances." Growth in the Brockton SMSA outstripped that of the state in 7 out of the 10 retail trade categories D.E.S. covered retail employment has also shown a strong growth trend, increasing 72.8 percent between 1950 and 1970 and showing a 17.5 percent increase from 1970 through mid 1973. This large increase in retail sales and employment in the area is linked to the rapid population growth in the region.

Preliminary D.E.S. figures for the first two quarters of 1973 indicate that wholesale and retail trade has surpassed manufacturing as the major employment sector for the Brockton SMSA.

Service Sector - The service sector, in recent years, has been the fastest growing portion of the economy. However, in the Brockton area, service employment has been growing at a slower rate than in the state. According to the U. S. Census of Business, employment in "Selected Services" grew by 55.7 percent in the state and by 21.0

percent in the Brockton SMSA between 1954 and 1967. "Selected Service" employment growth between 1963-67 was negligible in the SMSA, while "Selective Service" employment in the state grew by 17 percent.

U.S. Census of Business figures indicate that between 1954-1967 the fastest growing service industry category in the Brockton SMSA was "Miscellaneous Business Services." However, this category grew substantially faster in the state as a whole.

D.E.S. figures show a more rapid rate of growth for SMSA service sector employment. D.E.S. covered service employment increased by 9.17 percent between 1950 and 1970. This difference in growth rates may be due in part to the expansion of D.E.S. coverage during this period. Such a bulge in D.E.S. employment figures occurred in 1972 due to the inclusion of non-profit agencies in D.E.S. coverage.

Mid 1973 D.E.S. data indicates that covered service employment, which averaged 8146, had increased 5.4% over 1972. Covered service employment's proportional share of total covered employment increased to 17.1 percent in mid 1973.

TABLE 3A Employment by Sector 1950

Community	Agri.	Constr.	Manf.	T-C-U	Trade		F-I-R-E	Service	Total
					Wholesale	Retail			
Abington	83	73	875	8	14	252	326	35	1,666
Avon	0	6	151	0	109	65	2	N.A.	N.A.
Bridgewater	0	44	1,309	38	9	145	34	56	1,635
Brockton	5	790	9,507	2,652	916	4,635	611	1,878	20,994
East Bridgewater	0	86	255	4	2	198	9	7	561
Easton	0	36	769	3	13	113	19	28	981
Hanson	32	4	284	11	4	76	3	7	421
Pembroke	0	22	74	7	3	84	0	0	190
West Bridgewater	0	9	34	18	7	75	3	4	150
Whitman	19	86	2,082	42	91	499	43	115	2,977
Total SMSA	139	1,267	17,501	2,822	1,189	6,322	1,075	2,254	32,569
Halifax	14	0	5	6	0	11	3	6	45

TABLE 3B Employment by Sector 1960

Community	Agri.	Constr.	Manf.	T-C-U	Trade		F-I-R-E	Service	Total
					Wholesale	Retail			
Abington	35	85	526	0	24	400	81	120	1,418
Avon	3	52	129	0	104	94	4	35	428
Bridgewater	5	65	1,418	20	5	240	56	55	1,871
Brockton	24	900	8,153	2,661	1,154	5,110	751	0	20,529
East Bridgewater	2	64	342	13	34	200	6	8	672
Easton	1	60	614	2	8	331	23	80	1,124
Hanson	35	7	419	5	5	109	7	17	598
Pembroke	1	20	144	20	4	100	13	83	385
West Bridgewater	1	24	266	38	19	65	3	24	444
Whitman	34	147	1,831	82	61	607	42	116	2,917
Total SMSA	153	1,690	15,345	3,056	1,476	7,677	1,007	2,315	32,719
Halifax	0	15	11	15	0	30	0	8	79

Source: DES

TABLE 3C Employment by Sector 1965

Community	Agri.	Constr.	Manf.	T-C-U	Trade		F-I-R-E	Service	Total
					Wholesale	Retail			
Abington	11	92	520	164	35	479	78	132	1,640
Avon	1	79	763	2	129	125	5	225	1,381
Bridgewater	2	36	1,365	28	3	234	59	67	1,828
Brockton	26	948	8,789		1,153	5,656	1,032	1,959	22,912
East Bridgewater	10	97	748	38	21	255	14	19	1,241
Easton	8	95	581	17	2	346	23	91	1,188
Hanson	17	40	530	28	14	254	8	20	886
Pembroke	2	75	128	26	0	105	17	88	441
West Bridgewater	1	40	392	54	62	125	4	19	717
Whitman	7	110	1,395	120	56	615	48	155	2,553
Total SMSA	89	1,772	16,848	3,300	1,551	9,169	1,303	2,955	37,468
Halifax	0	16	2	11	0	74	0	5	108

TABLE 3D Employment by Sector 1970

Community	Agri.	Constr.	Manf.	T-C-U	Trade		F-I-R-E	Service	Total
					Wholesale	Retail			
Abington	77	80	455	194	41	858	100	330	2,135
Avon	0	155	908	26	201	116	9	219	1,633
Bridgewater	2	41	1,215	42	27	308	82	97	1,812
Brockton	75	1,245	7,935	2,815	1,369	7,302	1,148	2,663	24,552
East Bridgewater	21	79	1,095	66	29	209	9	100	1,608
Easton	19	122	466	183	49	344	34	148	1,366
Hanson	15	59	400	2	10	271	4	33	794
Pembroke	2	92	134	13	0	259	11	112	622
West Bridgewater	2	34	536	110	128	223	19	35	1,087
Whitman	1	144	1,400	235	55	583	52	231	2,700
Total SMSA	225	2,258	16,295	3,806	2,065	10,923	1,501	4,320	41,393
Halifax	0	10	4	3	0	78	3	31	127

Source: DES

TABLE 3E Employment by Sector 1971

TABLE 3E Employment by Sector 1971

Community	Agri.	Constr.	Manf.	T-C-U	Trade		F-I-R-E	Service	Total
					Wholesale	Retail			
Abington	69	94	457	197	45	865	98	341	2,165
Avon	0	143	841	37	234	145	11	160	1,570
Bridgewater	1	51	1,120	42	29	342	81	106	1,772
Brockton	75	1,333	6,942	2,966	1,339	7,648	1,167	2,662	24,131
East Bridgewater	21	99	1,102	65	45	230	10	116	1,688
Easton	14	146	431	164	61	374	31	155	1,376
Hanson	16	67	297	3	4	274	5	35	701
Pembroke	2	105	110	7	11	288	13	101	638
West Bridgewater	2	36	439	107	124	218	17	29	973
Whitman	1	132	1,245	275	57	626	57	224	2,618
Total SMSA	219	2,384	14,813	3,984	2,158	11,502	1,518	4,289	40,867
Halifax	0	11	4	2	2	87	3	36	145

TABLE 3F Employment by Sector 1972

Community	Agri.	Constr.	Manf.	T-C-U	Trade		F-I-R-E	Service	Total
					Wholesale	Retail			
Abington	75	85	452	192	71	839	96	329	2,140
Avon	0	168	1,054	28	256	185	13	172	1,876
Bridgewater	1	55	1,127	44	30	474	78	129	1,939
Brockton	79	1,250	6,909	3,221	1,427	7,921	1,249	5,032	27,088
East Bridgewater	23	112	1,208	57	50	290	9	138	1,888
Easton	12	226	490	149	74	459	39	492	1,942
Hanson	16	70	303	4	4	296	7	43	742
Pembroke	2	124	116	5	12	307	17	101	684
West Bridgewater	3	39	463	134	137	364	16	33	1,191
Whitman	1	123	975	286	56	626	64	238	2,370
Total SMSA	235	2,461	14,965	4,249	2,329	12,394	1,616	7,725	45,975
Halifax	6	15	11	5	4	78	3	59	181

Source: DES

TABLE 4A

TABLE 4A

BY CITY AND TOWN

TOTAL ANNUAL PAYROLL, AVERAGE ANNUAL WAGE, NUMBER OF ESTABLISHMENTS, AVERAGE ANNUAL EMPLOYMENT
BY MAJOR INDUSTRY DIVISION

Beginning 1967 -

Year	Total Annual Payroll in 000's $	Average Annual Wage	Number Establishments	AVERAGE ANNUAL EMPLOYMENT								
				Total Employment	Agriculture Forestry Fisheries	Mining	Contract Construction	Manufacturing	Trans. Comm. Utilities	Wholesale And Retail Trade	Finance Insurance Real Estate	Services
	ABINGTON 112											
1967	$ 8,663.6	$ 4,892	174	1,771	70	0	95	518	174	664	83	168
1968	9,250.9	4,828	176	1,916	69	0	99	452	186	772	88	249
1969	10,303.5	5,046	181	2,042	75	0	84	445	205	844	89	300
1970	11,617.2	5,441	178	2,135	77	0	80	455	194	899	100	330
1971	12,495.8	5,772	184	2,165	69	0	94	457	197	910	98	341
1972*	13,150.0	6,145	177	2,140	75	0	85	452	192	910	95	329
1973												
1974												
1975												
	AVON 113											
1967	$ 8,805.1	$ 6,098	79	1,444	0	0	129	725	3	282	7	298
1968	10,008.1	6,632	80	1,509	0	0	119	835	4	298	8	246
1969	12,006.4	7,290	85	1,647	0	0	157	931	8	297	8	247
1970	12,560.3	7,692	91	1,633	0	0	155	908	26	317	9	219
1971	12,986.5	8,272	94	1,570	0	0	143	841	37	379	11	160
1972*	16,068.0	8,565	104	1,876	0	0	168	1,054	28	441	13	172
1973												
1974												
1975												
	BRIDGEWATER 114											
1967	$ 9,658.9	$ 5,363	124	1,801	2	0	33	1,330	36	262	66	72
1968	9,916.1	5,631	128	1,761	1	0	40	1,289	32	248	73	78
1969	11,110.2	6,118	130	1,816	1	0	39	1,271	38	301	82	85
1970	11,402.8	6,293	132	1,812	2	0	41	1,215	42	335	82	97
1971	11,927.4	6,731	138	1,772	1	0	51	1,120	42	371	81	106
1972*	13,280.0	6,850	140	1,939	1	0	55	1,127	44	504	78	129
1973												
1974												
1975												

*Since January 1, 1972 most non-profit organizations formed and operated for religious, charitable, scientific, literary, educational, or certain other purposes are covered by The Massachusetts Employment Security Law.

TABLE 4B

TOTAL ANNUAL PAYROLL, AVERAGE ANNUAL WAGE, NUMBER OF ESTABLISHMENTS, AVERAGE ANNUAL EMPLOYMENT
BY MAJOR INDUSTRY DIVISION

Beginning 1967 -

Year	Total Annual Payroll in 000's $	Average Annual Wage	Number Establishments	AVERAGE ANNUAL EMPLOYMENT								
				Total Employment	Agriculture Forestry Fisheries	Mining	Contract Construction	Manufacturing	Trans. Comm. Utilities	Wholesale And Retail Trade	Finance Insurance Real Estate	Services
	BROCKTON 111											
1967	$ 123,092.3	$ 5,119	1,600	24,046	51	0	1,012	8,983	2,759	7,835	1,049	2,358
1968	131,968.4	5,424	1,595	24,331	52	0	1,096	8,868	2,463	8,226	1,007	2,619
1969	143,346.4	5,699	1,599	25,151	65	0	1,214	8,893	2,478	8,674	1,091	2,736
1970	153,365.1	6,247	1,575	24,552	75	0	1,245	7,935	2,815	8,671	1,148	2,663
1971	162,507.3	6,734	1,570	24,131	75	0	1,333	6,942	2,966	8,987	1,167	2,662
1972*	191,147.5	7,057	1,556	27,088	79	0	1,250	6,909	3,221	9,348	1,249	5,032
1973												
1974												
1975												
	E. BRIDGEWATER 117											
1967	$ 7,832.3	$ 5,306	99	1,476	10	0	97	1,039	62	232	14	23
1968	8,040.0	5,768	97	1,394	13	0	84	964	64	232	11	25
1969	8,754.4	6,204	93	1,411	18	0	83	961	63	231	8	46
1970	10,351.2	6,437	89	1,608	21	0	79	1,095	66	238	9	100
1971	11,437.8	6,776	96	1,688	21	0	99	1.102	65	275	10	116
1972*	12,922.5	6,845	103	1,888	23	0	112	1,208	57	340	9	133
1973												
1974												
1975												
	EASTON 118											
1967	$ 6,131.1	$ 5,178	145	1,184	10	0	74	622	16	340	28	93
1968	7,239.8	5,561	140	1,302	13	0	74	578	144	344	28	120
1969	7,804.8	5,940	145	1,314	16	0	86	490	178	386	30	127
1970	8,631.0	6,318	143	1,366	19	0	122	466	183	393	34	148
1971	8,867.6	6,445	148	1,376	14	0	146	431	164	435	31	155
1972*	12,783.2	6,582	161	1,942	12	0	226	490	149	533	39	492
1973												
1974												
1975												

*Since January 1, 1972 most non-profit organizations formed and operated for religious, charitable, scientific, literary, educational, or certain other purposes are covered by The Massachusetts Employment Security Law.

TABLE 4C

BY CITY AND TOWN

TOTAL ANNUAL PAYROLL, AVERAGE ANNUAL WAGE, NUMBER OF ESTABLISHMENTS, AVERAGE ANNUAL EMPLOYMENT
BY MAJOR INDUSTRY DIVISION

Beginning 1967 -

Year	Total Annual Payroll in 000's $	Average Annual Wage	Number Establishments	AVERAGE ANNUAL EMPLOYMENT								
				Total Employment	Agriculture Forestry Fisheries	Mining	Contract Construction	Manufacturing	Trans. Comm. Utilities	Wholesale And Retail Trade	Finance Insurance Real Estate	Services
	HANSON 122											
1967	$ 4,880.0	$ 4,975	78	981	29	0	39	586	8	284	6	29
1968	4,632.9	6,072	74	763	22	0	43	402	5	253	8	31
1969	5,113.4	6,368	72	803	16	0	54	413	4	275	9	31
1970	5,316.0	6,695	74	794	15	0	59	400	2	281	4	33
1971	4,812.5	6,865	75	701	16	0	67	297	3	278	5	35
1972*	5,233.4	7,053	81	742	16	0	70	303	4	300	7	43
1973												
1974												
1975												
	PEMBROKE 127											
1967	$ 2,849.9	$ 4,982	92	572	2	0	93	136	25	181	10	126
1968	3,172.8	5,279	89	601	2	0	111	122	24	189	9	144
1969	3,158.9	5,428	91	582	3	0	103	92	16	216	9	143
1970	3,833.3	6,163	88	622	2	0	92	134	13	259	11	112
1971	3,978.8	6,236	97	638	2	0	105	110	7	299	13	101
1972*	4,423.4	6,467	105	684	2	0	124	116	5	319	17	101
1973												
1974												
1975												
	W. BRIDGEWATER 134											
1967	$ 4,210.0	$ 4,632	88	909	4	0	46	532	88	203	4	31
1968	5,807.6	5,020	88	1,157	3	0	46	489	89	442	7	82
1969	5,736.1	5,032	89	1,140	3	0	33	626	103	323	14	38
1970	5,827.7	5,361	87	1,087	2	0	34	536	110	351	19	35
1971	5,837.6	6,000	90	973	2	1	36	439	107	342	17	29
1972*	6,970.4	5,853	96	1,191	3	2	39	463	134	501	16	33
1973												
1974												
1975												

*Since January 1, 1972 most non-profit organizations formed and operated for religious, charitable, scientific, literary, educational, or certain other purposes are covered by The Massachusetts Employment Security Law.

TABLE 4D

EMPLOYMENT AND WAGES IN ESTABLISHMENTS SUBJECT TO THE MASSACHUSETTS EMPLOYMENT SECURITY LAW
BY CITY AND TOWN

TOTAL ANNUAL PAYROLL, AVERAGE ANNUAL WAGE, NUMBER OF ESTABLISHMENTS, AVERAGE ANNUAL EMPLOYMENT
BY MAJOR INDUSTRY DIVISION

Beginning 1967 -

Year	Total Annual Payroll in 000's $	Average Annual Wage	Number Establishments	AVERAGE ANNUAL EMPLOYMENT								
				Total Employment	Agriculture Forestry Fisheries	Mining	Contract Construction	Manufacturing	Trans. Comm. Utilities	Wholesale And Retail Trade	Finance Insurance Real Estate	Services
	WHITMAN 135											
1967	$ 14,099.3	$ 4,805	239	2,934	2	0	127	1,691	173	651	53	238
1968	14,931.5	5,170	232	2,888	1	0	137	1,616	223	626	54	232
1969	14,937.4	5,450	224	2,741	2	0	138	1,427	236	628	53	256
1970	15,796.0	5,850	214	2,700	1	0	144	1,400	235	638	52	231
1971	16,089.7	6,146	216	2,618	1	0	132	1,245	275	683	57	224
1972*	14,776.5	$ 6,235	216	2,370	1	0	123	975	286	682	64	238
1973												
1974												
1975												
	HALIFAX 119											
1967	$ 393.8	$ 3,485	28	113	0	0	15	2	1	80	1	16
1968	457.0	3,686	27	124	0	0	14	2	2	85	1	21
1969	533.1	3,979	23	134	0	0	19	1	2	88	2	23
1970	561.0	4,418	26	127	0	0	10	4	3	78	3	31
1971	681.7	4,702	28	145	0	0	11	4	2	89	3	36
1972*	972.2	5,371	30	181	6	0	15	11	5	82	3	59
1973												
1974												
1975												

*Since January 1, 1972 most non-profit organizations formed and operated for religious, charitable, scientific, literary, educational, or certain other purposes are covered by The Massachusetts Employment Security Law.

EMPLOYMENT AND EARNINGS STATISTICS
IN
EMPLOYMENT SUBJECT TO THE MASSACHUSETTS EMPLOYMENT SECURITY LAW

Year	Annual Payroll in 000's of Dollars	Average Annual Employment	Average Annual Wages		Average Weekly Wages	
			Current Dollars	1967 Dollars*	Current Dollars	1967 Dollars*
Total-All Groups						
1958	$118,063.0	32,500	$3,633	$4,195	$70	$81
1959	124,574.0	32,900	3,786	4,337	73	83
1960	129,174.0	32,800	3,938	4,440	76	85
1961	135,357.0	33,600	4,028	4,496	77	86
1962	142,966.0	34,300	4,168	4,600	80	88
1963	148,543.0	34,300	4,331	4,723	83	91
1964	163,426.0	35,600	4,591	4,942	88	95
1965	178,059.0	37,500	4,748	5,024	91	97
1966	196,446.0	39,600	4,961	5,104	95	98
1967	206,004.0	40,000	5,150	5,150	99	99
1968	220,995.4	40,400	5,466	5,246	105	101
1969	240,336.6	41,600	5,775	5,260	111	101
1970	257,824.9	41,400	6,229	5,356	120	103
1971	272,985.8	41,400	6,680	5,507	128	106
1972	321,278.6	46,000	6,988	5,577	134	107
Manufacturing (SIC 19-39)						
1958	$ 61,255.0	15,900	$3,852	$4,448	$74	$86
1959	64,246.0	16,000	4,015	4,599	77	88
1960	64,001.0	15,300	4,183	4,716	80	91
1961	66,848.0	15,700	4,258	4,752	82	91
1962	69,594.0	15,800	4,405	4,862	85	94
1963	70,007.0	15,200	4,606	5,023	89	97
1964	78,245.0	16,100	4,860	5,231	93	101
1965	85,037.0	16,800	5,062	5,357	97	103
1966	95,824.0	18,100	5,294	5,447	102	105
1967	99,251.0	18,000	5,504	5,504	106	106
1968	103,396.3	17,400	5,954	5,714	115	110
1969	109,291.6	17,400	6,279	5,719	121	110
1970	108,036.5	16,300	6,630	5,701	128	110
1971	105,741.1	14,800	7,138	5,885	137	113
1972	113,302.4	15,000	7,571	6,042	146	116
Apparel and Related Products (SIC 23)						
1958	$ 3,023.0	1,000	$3,023	$3,491	$58	67
1959	3,215.0	1,000	3,215	3,683	62	71
1960	3,271.0	1,100	2,974	3,353	57	64
1961	3,582.0	1,200	2,985	3,331	57	64
1962	3,765.0	1,200	3,138	3,464	60	67
1963	4,351.0	1,400	3,108	3,389	60	65
1964	4,820.0	1,400	3,443	3,706	66	71
1965	5,262.0	1,400	3,759	3,978	72	76
1966	5,934.0	1,600	3,709	3,816	71	73
1967	6,408.0	1,600	3,924	3,924	75	75
1968	7,070.7	1,600	4,357	4,181	84	80
1969	6,508.7	1,500	4,274	3,893	82	75
1970	5,830.2	1,300	4,551	3,913	88	75
1971	6,170.8	1,200	5,117	4,218	98	81
1972	7,181.3	1,200	5,782	4,615	111	89

TABLE 5B

EMPLOYMENT AND EARNINGS STATISTICS
IN
EMPLOYMENT SUBJECT TO THE MASSACHUSETTS EMPLOYMENT SECURITY LAW

Year	Annual Payroll in 000's of Dollars	Average Annual Employment	Average Annual Wages		Average Weekly Wages	
			Current Dollars	1967 Dollars*	Current Dollars	1967 Dollars*
Leather and Leather Products (SIC 31)						
1958	$25,330.0	7,000	$3,619	$4,179	$70	$ 80
1959	25,761.0	6,800	3,788	4,339	73	83
1960	23,845.0	6,200	3,846	4,336	74	83
1961	24,526.0	5,700	4,303	4,802	83	92
1962	25,058.0	6,000	4,176	4,609	80	89
1963	24,857.0	5,600	4,439	4,841	85	93
1964	25,508.0	5,700	4,475	4,817	86	93
1965	26,651.0	5,800	4,595	4,862	88	94
1966	28,633.0	5,900	4,853	4,993	93	96
1967	28,600.0	5,700	5,007	5,007	96	96
1968	29,184.7	5,400	5,437	5,218	105	100
1969	28,629.9	5,000	5,718	5,208	110	100
1970	26,640.7	4,500	5,906	5,078	114	98
1971	24,861.5	3,800	6,473	5,336	124	103
1972	24,192.6	3,500	6,956	5,551	134	107
Boot and Shoe Cut Stock and Findings (SIC 313)						
1958	$ 5,311.0	1,500	$3,541	$4,089	$68	79
1959	5,704.0	1,500	3,685	4,221	71	81
1960	5,409.0	1,500	3,606	4,065	69	78
1961	5,724.0	1,500	3,816	4,259	73	82
1962	5,830.0	1,500	3,887	4,290	75	83
1963	5,630.0	1,400	4,021	4,385	77	84
1964	5,560.0	1,300	4,277	4,604	82	89
1965	6,033.0	1,400	4,309	4,560	83	88
1966	6,251.0	1,400	4,465	4,594	86	88
1967	6,339.0	1,300	4,706	4,706	91	91
1968	6,905.1	1,400	5,040	4,837	97	93
1969	6,071.7	1,200	5,167	4,706	99	90
1970	5,859.9	1,100	5,570	4,789	107	92
1971	6,590.1	1,100	6,136	5,059	118	97
1972	7,336.3	1,100	6,700	5,347	129	103
Footwear, except Rubber (SIC 314)						
1958	$19,683.0	5,400	$3,645	$4,209	$70	$ 81
1959	19,661.0	5,200	3,781	4,331	73	83
1960	17,957.0	4,600	3,904	4,401	75	85
1961	18,309.0	4,400	4,161	4,644	80	89
1962	18,586.0	4,400	4,224	4,662	81	90
1963	18,437.0	4,100	4,497	4,904	86	94
1964	19,087.0	4,200	4,545	4,892	87	94
1965	19,699.0	4,200	4,690	4,963	90	95
1966	21,482.0	4,300	4,996	5,140	96	99
1967	21,356.0	4,200	5,079	5,079	98	98
1968	21,286.8	3,800	5,577	5,352	107	103
1969	21,576.7	3,700	5,900	5,373	113	103
1970	19,742.3	3,300	5,997	5,156	115	99
1971	17,298.6	2,600	6,641	5,475	128	105
1972	15,484.2	2,200	7,113	5,677	137	109

EMPLOYMENT SUBJECT TO THE MASSACHUSETTS EMPLOYMENT SECURITY LAW

Year	Annual Payroll in 000's of Dollars	Average Annual Employment	Average Annual Wages		Average Weekly Wages	
			Current Dollars	1967 Dollars*	Current Dollars	1967 Dollars*
Electrical Machinery, Equipment and Supplies (SIC 36)						
1958	$ 2,844.0	900	$3,160	$3,649	$ 61	$70
1959	3,436.0	1,000	3,436	3,936	66	76
1960	3,318.0	1,000	3,471	3,913	67	75
1961	4,834.0	1,400	3,453	3,854	66	74
1962	6,199.0	1,600	3,874	4,276	74	82
1963	4,634.0	1,100	4,213	4,594	81	88
1964	5,070.0	1,100	4,609	4,961	89	95
1965	5,272.0	1,100	4,793	5,072	92	98
1966	5,811.0	1,200	4,842	4,981	93	96
1967	5,853.0	1,200	4,935	4,935	95	95
1968	6,531.9	1,300	5,213	5,003	100	96
1969	8,005.4	1,500	5,513	5,021	106	97
1970	7,382.9	1,200	6,168	5,304	119	102
1971	6,406.2	1,000	6,550	5,400	126	104
1972	7,652.7	1,100	6,725	5,367	129	103
Contract Construction (SIC 15-17)						
1958	$ 6,913.0	1,500	$4,609	5,322	$ 89	102
1959	7,872.0	1,600	4,920	5,636	95	108
1960	8,404.0	1,700	4,944	5,574	95	107
1961	9,251.0	1,800	5,139	5,735	99	110
1962	9,971.0	1,900	5,248	5,792	101	111
1963	10,120.0	1,800	5,622	6,131	108	118
1964	10,990.0	1,900	5,784	6,226	111	120
1965	12,695.0	2,000	6,348	6,717	122	129
1966	13,637.0	2,100	6,494	6,681	125	128
1967	12,866.0	1,900	6,914	6,914	133	133
1968	14,587.8	2,000	7,397	7,099	142	137
1969	17,106.7	2,100	8,081	7,360	155	142
1970	20,925.2	2,300	9,267	7,968	178	153
1971	23,262.6	2,400	9,758	8,045	188	155
1972	24,938.4	2,500	10,133	8,087	195	156
Transportation, Communication, and Utilities (SIC 41-49)						
1958	$14,431.0	3,100	$4,655	5,375	$ 90	103
1959	14,660.0	3,000	4,887	5,598	94	108
1960	16,071.0	3,100	5,184	5,844	100	112
1961	15,994.0	3,100	5,159	5,758	99	111
1962	16,875.0	3,100	5,444	6,009	105	116
1963	17,059.0	3,100	5,503	6,001	106	115
1964	19,565.0	3,200	6,114	6,581	118	127
1965	20,581.0	3,300	6,237	6,600	120	127
1966	22,128.0	3,400	6,508	6,695	125	129
1967	23,275.1	3,400	6,802	6,802	131	131
1968	24,098.3	3,300	7,239	6,947	139	134
1969	26,199.2	3,400	7,618	6,938	147	133
1970	30,528.7	3,800	8,021	6,897	154	132
1971	34,976.3	4,000	8,779	7,237	169	139
1972	40,021.0	4,200	9,419	7,517	181	145

TABLE 5D

EMPLOYMENT AND WAGES IN

EMPLOYMENT SUBJECT TO THE MASSACHUSETTS EMPLOYMENT SECURITY LAW

Year	Annual Payroll in 000's of Dollars	Average Annual Employment	Average Annual Wages		Average Weekly Wages	
			Current Dollars	1967 Dollars*	Current Dollars	1967 Dollars*
Motor Freight Transportation and Warehousing (SIC 42)						
1958	$ 4,434.0	900	$4,927	$5,689	$ 95	$109
1959	4,850.0	900	5,389	6,173	104	119
1960	5,182.0	900	5,758	6,492	111	125
1961	5,703.0	1,000	5,703	6,365	110	122
1962	6,137.0	1,100	5,579	6,158	107	118
1963	6,440.0	1,100	5,855	6,385	113	123
1964	7,547.0	1,200	6,289	6,770	121	130
1965	8,531.0	1,300	6,562	6,944	126	134
1966	9,356.0	1,400	6,683	6,876	129	132
1967	9,853.0	1,400	6,914	6,914	133	133
1968	11,046.5	1,500	7,187	6,897	138	133
1969	11,493.9	1,500	7,714	7,026	148	135
1970	12,527.5	1,500	8,575	7,373	165	142
1971	13,827.4	1,500	9,330	7,692	179	148
1972	14,960.8	1,500	10,001	7,982	192	154
Wholesale and Retail Trade (SIC 50-59)						
1958	$26,178.0	8,700	$3,009	$3,475	$ 58	67
1959	28,068.0	8,900	3,154	3,613	61	69
1960	29,906.0	9,200	3,251	3,665	63	70
1961	31,953.0	9,500	3,363	3,753	65	72
1962	33,978.0	9,800	3,467	3,827	67	74
1963	36,291.0	10,100	3,593	3,918	69	75
1964	37,409.0	10,000	3,741	4,027	72	77
1965	41,136.0	10,700	3,844	4,068	74	78
1966	44,125.0	11,200	3,940	4,053	76	78
1967	47,455.0	11,500	4,132	4,132	79	79
1968	52,856.8	12,200	4,349	4,174	84	80
1969	57,090.5	12,700	4,538	4,133	87	79
1970	64,894.9	13,000	4,997	4,297	96	83
1971	73,526.0	13,700	5,383	4,438	104	85
1972	83,140.3	14,700	5,647	4,507	109	87
Wholesale Trade (SIC 50)						
1958	$ 6,801.0	2,900	$2,345	$2,708	$ 45	$ 52
1959	7,167.0	1,600	4,479	5,131	86	99
1960	7,337.0	1,500	4,891	5,514	94	106
1961	7,963.0	1,600	4,977	5,555	96	107
1962	7,848.0	1,500	5,232	5,775	101	111
1963	8,580.0	1,600	5,363	5,848	103	112
1964	8,403.0	1,500	5,602	6,030	108	116
1965	9,104.0	1,600	5,690	6,021	109	116
1966	9,992.0	1,700	5,878	6,047	113	116
1967	10,427.0	1,700	6,308	6,308	121	121
1968	11,003.0	1,700	6,573	6,308	126	121
1969	13,036.5	1,900	6,843	6,232	132	120
1970	15,620.7	2,100	7,564	6,504	145	125
1971	18,259.0	2,200	8,461	6,975	163	134
1972	20,945.3	2,300	8,993	7,177	173	138

TABLE 5E

EMPLOYMENT AND EARNINGS STATISTICS
IN
EMPLOYMENT SUBJECT TO THE MASSACHUSETTS EMPLOYMENT SECURITY LAW

Year	Annual Payroll in 000's of Dollars	Average Annual Employment	Average Annual Wages		Average Weekly Wages	
			Current Dollars	1967 Dollars*	Current Dollars	1967 Dollars*
Finance, Insurance and Real Estate (SIC 60-67)						
1958	$ 3,317.0	900	$3,686	$4,256	$71	$ 82
1959	3,570.0	1,000	3,570	4,089	69	79
1960	3,876.0	1,000	3,876	4,370	75	84
1961	4,144.0	1,000	4,144	4,625	80	89
1962	4,638.0	1,100	4,216	4,653	81	89
1963	5,805.0	1,300	4,465	4,869	86	94
1964	6,270.0	1,300	4,823	5,192	93	100
1965	6,558.[illegible]	1,300	5,045	5,339	97	103
1966	6,9[illegible]	1,300	5,315	5,468	102	105
1967	7,207.0	1,300	5,351	5,351	103	103
1968	7,500.0	1,300	5,673	5,444	109	105
1969	8,681.7	1,400	6,097	5,553	117	107
1970	9,905.4	1,500	6,599	5,674	127	109
1971	10,605.6	1,500	6,987	5,760	134	111
1972	12,033.1	1,600	7,446	5,943	143	114
Services, Miscellaneous, and Mining (SIC 01-07, 10 - 14, 70-89)						
1958	$ 5,969.0	2,400	$2,487	$2,872	48	55
1959	6,158.0	2,400	2,566	2,939	49	57
1960	6,916.0	2,500	2,766	3,118	53	60
1961	7,167.0	2,500	2,867	3,200	55	62
1962	7,910.0	2,600	3,042	3,358	59	65
1963	9,261.0	2,800	3,308	3,607	64	69
1964	10,947.0	3,100	3,531	3,801	68	73
1965	12,048.0	3,200	3,765	3,984	72	77
1966	13,820.0	3,500	3,949	4,063	76	78
1967	15,949.0	3,900	4,138	4,138	80	80
1968	18,556.2	4,300	4,324	4,150	83	80
1969	21,366.9	4,500	4,730	4,308	91	83
1970	23,534.3	4,500	6,599	4,067	91	78
1971	24,874.2	4,510	5,517	4,548	106	87
1972**	47,843.4	7,962	6,009	4,796	116	92

* 1967 Dollars - based on U. S. Consumer Price Index

Vehicle Registrations

Table 6 below lists passenger vehicle registrations for 1972 and 1973 as provided by R. L. Polk, Co. Percent increases in these registrations show a continuation of the growth trends in past years as illustrated in Table 7. It should be noted that the adjusted figures provided in Table 7 also include commercial vehicles and trailers. Table 7 also provides projections of motor vehicle registrations for 1990. These projections indicate continued growth but at a slower rate than in recent years.

TABLE 6

PASSENGER VEHICLE REGISTRATIONS

COMMUNITY	1972	1973	% Change 1972-1973
Abington	4,425	5,136	16.1
Avon	1,798	1,983	10.3
Bridgewater	3,810	4,715	23.8
Brockton	28,765	33,631	16.9
East Bridgewater	2,462	3,336	35.5
Easton	394	512	29.9
Hanson	2,410	2,990	24.1
Pembroke	3,506	4,164	18.8
West Brigewater	2,206	2,526	14.5
Whitman	4,770	5,039	5.6
OCPC Totals	54,546	64,032	17.4
Halifax	1,275	1,695	32.9

Source: R.L. Polk, Co. Watertown, Mass.

ADJUSTED VEHICLE REGISTRATIONS 1963-1971 WITH PROJECTIONS FOR 1990

Community	1963	1969	1970	1971	1990 Projection	PERCENT INCREASES 63-69 Avg.	69-70	70-71	70-90	70-90 Avg.
Abington	5020	6300	6780	7780	15,000	4.2	7.6	14.7	121.2	6.1
Avon	2120	2710	2940	3380	7,200	4.6	8.5	15.0	144.9	7.2
Bridgewater	4580	5900	6420	7410	15,500	4.8	8.8	15.4	141.4	7.1
Brockton	32,600	38,700	41,300	47,980	80,500	3.1	6.7	16.2	94.9	4.7
East Bridgewater	4270	4670	4910	5610	12,300	1.6	5.1	14.3	150.5	7.5
Easton	4970	6370	6900	7950	15,200	4.9	8.3	15.2	120.3	6.0
Hanson	2790	3790	4140	4900	11,200	6.0	9.2	18.4	170.5	8.5
Pembroke	3630	5690	6250	7240	14,300	9.4	9.8	15.8	128.8	6.4
West Bridgewater	3060	3340	3510	4020	10,200	1.5	5.1	14.5	190.6	9.5
Whitman	5350	6450	6780	7790	15,300	3.4	5.1	14.9	125.7	6.3
OCPC Totals	68,390	83,920	89,930	104,060	196,700	3.8	7.2	15.7	118.7	5.9
Halifax	1,280	1,980	2,120	2,590	8,000	6.5	7.1	22.2	277.4	13.9

This table has been developed from the Recapitulation of Motor Vehicle and Trailer Excises of the Department of Corporation and Taxation by reducing figures reported by 20% to allow for duplicate registration of vehicles transferred during the year. Projections for 1990 provided by DPW.

III POPULATION

Past Trends

Between 1950 and 1970 the total population of the Old Colony region grew by more than 66,000 people or 59 percent. Every OCPC community except Bridgewater increased its population by more than 50 percent during this period. Pembroke and Hanson experienced the greatest growth, increasing their number of residents by 334 and 119 percent, respectively.

During the 1950's the population grew substantially in Easton, Abington, Avon and Pembroke. In the 1960's and into the 1970's growth continued in Pembroke and Easton, but shifted from Abington and Avon to Hanson and the Bridgewaters.

Between 1960 and 1970 the Brockton SMSA grew by 40,000 persons or 27 percent. This was the second largest percentage growth for an SMSA in Massachusetts, just behind the Lowell SMSA growth rate of 29.6 percent. Plymouth County received the largest in-migration of persons in the state, and Brockton was the only major city in Massachusetts which had an in-migration of persons during the decade.

TABLE 8

Comparative Growth of Brockton SMSA
Between 1960-1970

	Population		Percent Increase 1960 - 1970	
	1960	1970	Population	Dwelling Units
United States	179,323,175	203,184,772	13.3	19.5
SMSAs of 200,000+	108,903,000	127,417,000	17.0	22.2
Massachusetts	5,148,578	5,689,170	10.5	8.6
Brockton SMSA	149,458	189,820	27.0	23.2

The phenomenal growth of Brockton since 1960 is quite atypical of what has occurred in most central cities. Reasons for Brockton's divergence include the relatively large amount of open space within Brockton's boundaries and the fact that the city is within commuting distance of Boston. The commuter population of Brockton gives the city a suburban flavor not present in most central cities. When seen from this point of view the population growth of Brockton and the OCPC region is not unique. In fact, it is quite typical of suburban areas throughout the nation.

TABLE 9

OCPC Population Growth 1950 - 70

Community	Population			Percent Change		
	1950	1960	1970	50-60	60-70	50-70
Abington	7,152	10,607	12,334	48.3	16.3	72.5
Avon	2,666	4,301	5,295	61.3	23.1	98.6
Bridgewater	9,512	10,276	11,829	8.0	15.1	24.4
Brockton	62,860	72,813	89,040	15.8	22.3	41.6
E.Bridgewater	4,412	6,139	8,347	39.1	36.0	89.2
Easton	6,244	9,078	12,157	45.4	33.9	94.7
Hanson	3,264	4,370	7,148	33.9	63.6	119.0
Pembroke	2,579	4,919	11,193	90.7	127.5	334.0
W.Bridgewater	4,059	5,061	7,152	24.7	41.3	76.2
Whitman	8,413	10,485	13,059	24.6	24.5	55.2
OCPC Totals	111,161	138,049	177,554	24.2	28.6	59.7
Halifax	944	1,599	3,468	69.4	116.9	267.4

Table 10 breaks the 1960-1970 population increase into natural and in-migration for each area community.

Population Projections

According to population projections made by the Old Colony Planning Council, the OCPC region will grow by 105,000 persons between 1970 and 1990. While this projected growth rate (59 percent for the twenty years) is similar to that of the previous twenty years, the rate of population growth in specific communities should be substantially different than during the former period.

MIGRATION (IN + OUT) in the Old Colony Planning Council Area
Net migration, in or out, often indicates the relative vitality of an area, growing, standing still, or declining in the face of a slight gross population increase.

Community	1960 U.S. Census	1970 U.S. Census	Change	Births* 1960-1969	Deaths* 1960-1969	Natural Increase B-D	Net Migration In(+)Out(-)
Abington	10,607	12,334	1,727	2,436	1,225	1,211	+ 516
Avon	4,301	5,295	994	1,091	360	731	+ 263
Bridgewater	10,276	11,829	1,553	1,803	1,069	734	+ 819
Brockton	72,813	89,040	16,227	28,480	13,176	15,304	+ 923
East Bridgewater	6,138	8,347	2,208	1,286	632	654	+1,554
Easton	9,078	12,157	3,079	1,978	941	1,037	+2,042
Hanson	4,370	7,148	2,778	1,070	820	250	+2,928
Pembroke	4,919	11,193	6,274	1,867	771	1,096	+5,178
West Bridgewater	5,061	7,152	2,091	1,121	503	618	+1,473
Whitman	10,485	13,059	2,574	2,732	1,329	1,403	+1,171
OCPC Totals	138,049	177,554	39,505	43,864	20,826	23,038	+16,867
Halifax	1,599	3,537	1,938	698	252	446	+1,492

*Source: Town records, annual reports

Anticipated OCPC Population

	Year			Percent Change		
	1970	1980	1990	70-80	80-90	70-90
Abington	12,334	14,574	16,074	18	10	30
Avon	5,295	5,734	5,640	8	-2	6
Bridgewater	11,829	17,918	22,878	51	27	93
Brockton	89,040	115,158	124,362	29	8	39
E.Bridgewater	8,347	11,946	16,920	43	42	103
Easton	12,157	19,113	23,970	57	25	97
Hanson	7,148	10,035	14,382	40	43	101
Pembroke	11,193	17,202	22,560	54	31	102
W.Bridgewater	7,152	10,273	16,920	44	65	137
Whitman	13,059	16,964	18,894	30	11	45
OCPC Totals	177,554	238,917	282,600	35	18	59
Halifax	3,468	4,337	5,638	25	30	63

By comparing the twenty year growth rates in Tables 9 and 11 it can be seen that the rates of growth during the next twenty years will be substantially slower in Abington, Avon and Pembroke. Brockton, Hanson, Easton and Whitman should continue to grow at about the same rate, while Bridgewater, East Bridgewater and West Bridgewater should grow substantially faster.

Thus, if present trends continue, the "growth belt" in the OCPC region should move to the southern part of the area, away from Avon and Abington and into the Bridgewaters. These projections are dependent, it should be pointed out, on the continuance of a fairly healthy economy and no major alterations in commuting choices. If, for example, a continued gasoline shortage results in gas rationing or substantially higher prices, commuting costs from Boston to the southern part of the OCPC region could be prohibitive. This could be a significant deterent to population growth in the entire OCPC area.

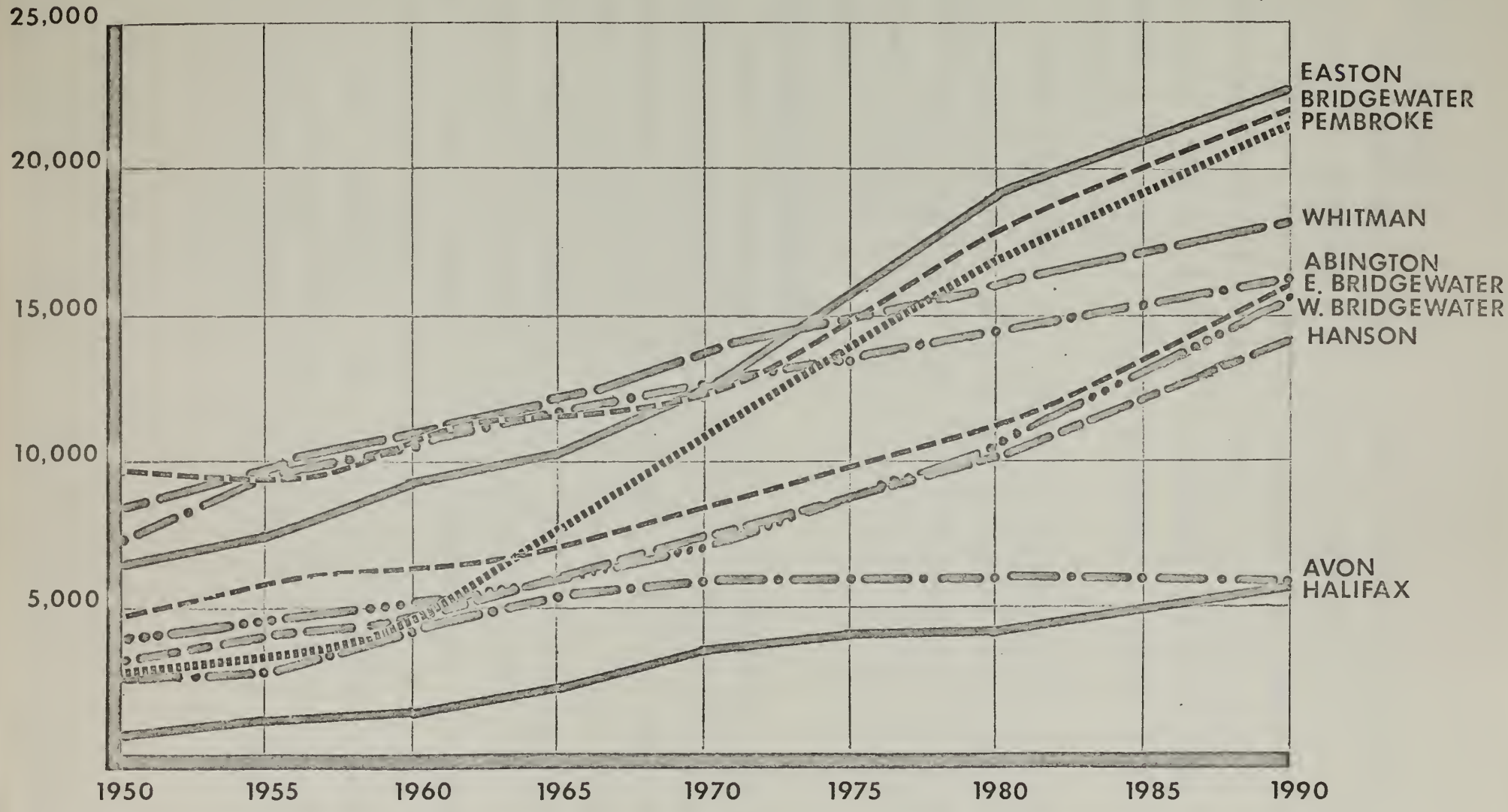
Table 12 shows OCPC population projection for 1990 and those made by the Eastern Massachusetts Regional Planning Project (EMRPP) and by the University of Massachusetts at Amherst for use by the Office of State Planning and Management. The State's projections average 13.6% below the EMRPP projections for the region while the OCPC projections average 2.7% above the EMRPP projections for the region.

PROJECTED OCPC POPULATION

Community	1970 Pop.	1990 Proj. by EMRPP	1990 Proj. by State*	1990 Proj. by OCPC	Percent Change 1970-90 EMRPP	State	OCPC
Abington	12,334	25,401	13,311	16,074	105.9	7.9	30.3
Avon	5,295	10,900	6,320	5,640	105.9	19.4	6.5
Bridgewater	11,829	21,900	13,319	22,878	85.1	12.6	93.4
Brockton	89,040	115,099	107,153	124,362	29.3	20.2	39.7
East Bridgewater	8,347	19,700	11,410	16,920	136.0	36.7	102.7
Easton	12,157	20,700	16,320	23,970	70.3	34.2	97.2
Hanson	7,148	16,900	12,529	14,382	136.4	75.3	101.2
Pembroke	11,193	19,200	30,215	22,560	71.5	169.9	101.6
West Bridgewater	7,152	8,800	10,525	16,920	23.0	47.2	136.6
Whitman	13,059	16,100	16,255	18,894	23.3	24.5	44.7
OCPC Totals	177,554	274,700	237,357	282,000	54.7	33.7	58.8
Halifax	3,537	8,300	8,688	5,638	134.7	145.6	59.4

*Figures based on Office of State Planning and Management projections adjusted by federal factor of 93% per DPW.

OCPC POPULATION TRENDS & PROJECTIONS



Age Distribution

Age groupings as shown in Table 13 help to distinguish the population of Brockton City from the surrounding towns. The populations are about equally distributed with Brockton having 89,040 people to 92,051 who are living in the remainder of the OCPC area. However, Brockton is characterized by a higher percentage of the young. This relationship is similar to the age distribution in 1960.

For the OCPC area as a whole, the percentage of pre-school children has declined, young people and young adults have increased significantly, the middle aged and older persons have correspondingly decreased, and the percentage of elderly population remains almost constant.

Racial Group Distribution

Table 14 illustrates that while still relatively a minor portion of the Old Colony area population, Blacks, Puerto Ricans and other non-whites are gaining as a percentage of the total population. The number of non-whites in the City of Brockton in 1970 is greater than was the total for the entire area in 1960. Even though the number of non-whites in Brockton has doubled in the last ten years, it is still less than 3 percent of the city population. The percentage of non-whites living in the Old Colony is barely 2 percent of the area's total population. Total number of non-whites increased 1,641 or 82 percent from 1960 to 1970. The changes in each community show the relative mobility of non-whites in the Old Colony area.

AGE GROUPINGS: 1970

Comparison of age groups for pre-school, school age, family formation, middle age, retirement and elderly from U. S. Census.

	0-4		5-19		20-34		35-59		60-74		75 & Over	
Community	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Abington	1,294	10.5	3,902	31.6	2,457	19.9	3,254	26.4	980	7.9	447	3.6
Avon	496	9.4	1,850	35.0	849	16.1	1,561	29.5	401	7.6	138	2.6
Bridgewater	1,013	8.6	3,406	28.8	2,459	20.8	3,482	29.5	1,054	8.9	415	3.5
Brockton	9,251	10.4	24,662	27.7	18,369	20.7	23,510	26.4	8,990	10.1	2,258	4.8
East Bridgewater	786	9.4	2,702	32.4	1,619	19.4	2,214	26.5	721	8.6	305	3.7
Easton	1,071	8.8	4,130	34.0	2,357	19.4	3,236	26.6	938	7.7	325	2.7
Hanson	819	11.5	2,281	32.0	1,448	20.3	1,856	26.0	529	7.4	215	3.0
Pembroke	1,523	13.6	3,497	31.2	2,660	23.8	2,592	23.1	658	5.9	259	2.3
West Bridgewater	536	7.5	2,476	34.6	1,555	21.7	1,766	24.7	570	8.0	249	3.5
Whitman	1,303	10.0	4,216	32.2	2,456	18.8	3,403	26.1	1,162	8.9	519	4.0
OCPC Totals	18,092	10.2	53,122	29.9	36,229	20.4	46,874	26.4	16,003	9.0	7,130	4.0
Halifax	476	13.5	1,119	31.7	792	22.4	833	23.6	235	6.7	82	2.3

Source: U.S. Census of the Population - 1970

NON-WHITE POPULATION: 1960-1970

Community	1960 U. S. Census		1970 U. S. Census		Change 1960 - 1970	%Change 1960 - 1970
	Non-White	% of Total	Non-White	% of Total		
Abington	13	0.1	45	0.4	32	246.2
Avon	29	0.7	71	1.3	42	144.8
Bridgewater	218	2.1	339	2.9	121	55.5
Brockton	1,267	1.7	2,525	2.8	1,258	99.3
East Bridgewater	65	1.1	56	0.7	- 9	-13.8
Easton	25	0.3	76	0.6	51	204.0
Hanson	272	6.2	249	3.5	- 23	- 8.5
Pembroke	38	0.8	115	1.0	77	202.6
West Bridgewater	9	0.2	50	0.7	41	455.6
Whitman	50	0.5	97	0.7	47	94.0
OCPC Totals	1,986	1.4	3,623	2.0	1,637	82.4
Halifax	17	1.1	21	0.6	4	23.5

Source: U.S. Census of the Population - 1960 and 1970

Education

In 1960 the median number of school years completed by Brockton residents was 11.6 percent, the same as for the state of Massachusetts as a whole. In 1970 the median number of school years completed was 12.2 in the State and 12.1 in the city of Brockton. The Brockton SMSA figure was 12.2. The percentage of persons with less than a high school education in the Brockton area has remained constant relative to the State since 1960. In absolute terms, the number and percentage of persons without a high school education has decreased substantially since 1950.

TABLE 15

Educational Attainment 1970

	Median Years School completed	% Less than H.S.	% College Graduates
Abington	12.5	30.5	10.6
Avon	12.3	38.9	7.5
Bridgewater	12.0	45.4	9.1
Brockton	12.1	44.2	7.2
E. Bridgewater	12.3	38.2	7.8
Easton	12.5	30.7	14.1
Hanson	12.3	35.8	8.8
Pembroke	12.4	32.7	9.5
W. Bridgewater	12.3	37.7	7.8
Whitman	12.2	42.6	6.0
Brockton SMSA	12.2	40.6	8.2
Massachusetts	12.2	41.5	12.6

Tables 16 and 17 provide a comprehensive picture of school attendance by town for the school years 1967-68 through 1973-74. The region shows a continuation of growth in total school attendance in 1973-74 after a slight decline in 1972-73. Regional non-public school enrollments showed a slight increase in 1973-74 after several years of steady decline.

TABLE 16

SCHOOL ATTENDING CHILDREN ON OCTOBER 1, 1967-1973

Community	Type	1967	1968	1969	1970	1971	1972	1973*	Percent Change 67-73	70-71	71-72	72-73
Abington	Public	2568	2612	2754	3142	3202	3259	3290	28.1	1.9	1.8	1.0
	Non-Public	667	693	640	509	501	448	412	-38.2	-1.6	10.6	8.0
	Total	3235	3305	3394	3651	3703	3707	3702	14.4	1.4	0.1	-0.1
Avon	Public	1459	1481	1469	1449	1359	1347	1406	- 3.6	-6.2	- 0.9	4.4
	Non-Public	157	150	186	159	243	204	163	3.8	52.8	-16.0	-20.1
	Total	1616	1631	1655	1608	1602	1551	1569	- 2.9	-0.4	- 3.8	1.2
Bridgewater	Public	2669	2800	2913	2998	3089	3185	3250	21.8	3.0	3.1	2.0
	Non-Public	74	54	51	44	39	39	38	-48.6	-11.4	0	- 2.6
	Total	2743	2854	2964	3042	3128	3224	3288	19.9	2.8	3.1	2.0
Brockton	Public	16,629	17,435	18,754	19,353	19,894	18,676	20,273	21.9	2.8	- 6.1	8.6
	Non-Public	3,027	2,296	1,958	1,856	1,710	1,497	1,744	-42.4	- 7.9	-12.5	16.5
	Total	19,656	19,731	20,712	21,209	21,604	20,173	22,017	12.0	1.9	- 6.6	9.1
East Bridgewater	Public	2,103	2,124	2,194	2,294	2,277	2,388	2,452	16.6	- 0.7	4.9	2.7
	Non-Public	102	125	145	123	150	131	135	32.4	22.0	-12.7	3.1
	Total	2,205	2,249	2,339	2,417	2,427	2,519	2,587	17.3	0.4	3.8	2.7
Easton	Public	3,120	3,262	3,376	3,531	3,559	3,643	3,785	21.3	0.8	2.4	3.9
	Non-Public	47	30	29	15	17	18	24	48.9	13.3	5.9	33.3
	Total	3,167	3,292	3,405	3,546	3,576	3,661	3,809	20.3	0.8	2.4	4.0
Hanson	Public	1,507	1,696	1,863	1,982	2,065	2,138	2,357	56.4	4.2	3.5	10.2
	Non-Public	118	70	141	133	126	164	66	-44.1	- 5.3	30.2	-59.8
	Total	1,625	1,766	2,004	2,115	2,191	2,302	2,423	49.1	- 3.6	5.1	5.3
Pembroke	Public	2,309	2,509	2,747	2,903	3,100	3,211	3,631	57.3	6.8	3.6	13.1
	Non-Public	194	217	195	245	210	180	78	-59.8	-14.3	-14.3	-56.7
	Total	2,503	2,726	2,942	3,148	3,310	3,391	3,709	48.2	5.1	2.4	9.4
West Bridgewater	Public	1,495	1,576	1,627	1,669	1,685	1,669	1,707	14.2	1.0	- 0.9	2.3
	Non-Public	49	48	56	56	77	58	144	193.9	37.5	-24.7	148.3
	Total	1,544	1,624	1,683	1,725	1,762	1,727	1,851	19.9	2.1	- 2.0	7.2
Whitman	Public	3,214	3,286	3,340	3,417	3,470	3,683	3,671	14.2	1.6	6.1	- 0.3
	Non-Public	203	221	200	208	160	81	78	61.6	-23.1	-49.4	- 3.7
	Total	3,417	3,507	3,540	3,625	3,630	3,764	3,749	9.7	0.1	3.7	0.4
OCPC Totals	Public	37,073	38,781	41,037	42,738	43,700	43,199	45,822	23.6	2.3	- 1.1	6.1
	Non-Public	4,638	3,904	3,601	3,348	3,233	2,820	2,882	-37.9	- 3.4	-12.8	2.2
	Total	41,711	42,685	44,638	46,086	46,933	46,019	48,704	16.8	1.8	- 1.9	5.8
Halifax	Public	725	818	892	941	999	1,047	1,211	67.0	6.2	4.8	15.7
	Non-Public	68	64	60	53	56	67	22	-67.6	5.7	19.6	-67.2
	Total	793	882	952	994	1,055	1,114	1,233	55.5	6.1	5.3	10.7

*1973 Data not audited.

Source: Mass. Dept. of Education, Division of Research, Planning, and Evaluation

SCHOOL ATTENDING CHILDREN - HISTORICAL ANALYSIS

	OCT 1, 1967		OCT 1, 1968		OCT 1, 1969		OCT 1, 1970		OCT 1, 1971		OCT 1, 1972		OCT 1, 1973	
001 ABINGTON	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C
TOTAL S.A.C.	3,235	100.0	3,305	100.0	3,394	100.0	3,651	100.0	3,703	100.0	3,707	100.0	3,702	100.0
PUBLIC	2,568	79.4	2,612	79.0	2,754	81.1	3,142	86.1	3,202	86.5	3,259	87.9	3,290	88.9
LOCAL	2,493	97.1	2,530	96.9	2,667	96.8	3,039	96.7	3,097	96.7	3,139	96.3	3,190	97.0
REGIONAL	47	1.8		.0		.0		.0		.0		.0		.0
TUITIONED OUT	28	1.1	29	1.1	21	.8	22	.7	14	.4	17	.5	13	.4
INDEPENDENT VOC.		.0		.0		.0		.0	10	.3		.0		.0
REGIONAL VOC.		.0	49	1.9	62	2.3	67	2.1	72	2.2	82	2.5	80	2.4
OTHER PUBLIC		.0	4	.2	4	.1	14	.4	9	.3	21	.6	7	.2
NON-PUBLIC	667	20.6	693	21.0	640	18.9	509	13.9	501	13.5	448	12.1	412	11.1
LOCAL	560	84.0	693	100.0	550	85.9	468	91.9	401	80.0	334	74.6	300	72.8
NON-LOCAL	107	16.0		.0	90	14.1	41	8.1	100	20.0	114	25.4	112	27.2
018 AVON														
TOTAL S.A.C.	1,616	100.0	1,631	100.0	1,655	100.0	1,608	100.0	1,602	100.0	1,551	100.0	1,569	100.0
PUBLIC	1,459	90.3	1,481	90.8	1,469	88.8	1,449	90.1	1,359	84.8	1,347	86.8	1,406	89.6
LOCAL	1,431	98.1	1,450	97.9	1,437	97.8	1,409	97.2	1,310	96.4	1,273	94.5	1,346	95.7
REGIONAL	24	1.6	19	1.3		.0		.0		.0		.0		.0
TUITIONED OUT	4	.3	4	.3	3	.2	6	.4	5	.4	5	.4	4	.3
INDEPENDENT VOC.		.0	2	.1		.0	1	.1		.0	4	.3	5	.4
REGIONAL VOC.		.0		.0	22	1.5	24	1.7	29	2.1	44	3.3	44	3.1
OTHER PUBLIC		.0	6	.4	7	.5	9	.6	15	1.1	21	1.6	7	.5
NON-PUBLIC	157	9.7	150	9.2	186	11.2	159	9.9	243	15.2	204	13.2	163	10.4
LOCAL		.0	150	100.0	42	22.6	14	8.8	44	18.1	32	15.7		.0
NON-LOCAL	157	100.0		.0	144	77.4	145	91.2	199	81.9	172	84.3	163	100.0
042 BRIDGEWATER														
TOTAL S.A.C.	2,743	100.0	2,854	100.0	2,964	100.0	3,042	100.0	3,128	100.0	3,224	100.0	3,288	100.0
PUBLIC	2,669	97.3	2,800	98.1	2,913	98.3	2,998	98.6	3,089	98.8	3,185	98.8	3,250	98.8
LOCAL	1,973	73.9	2,076	74.1	2,118	72.7	2,167	72.3	2,235	72.4	2,283	71.7	2,301	70.8
REGIONAL	665	24.9	686	24.5	757	26.0	801	26.7	832	26.9	806	25.3	839	25.8
TUITIONED OUT	31	1.2	8	.3	11	.4	8	.3	5	.2	6	.2	9	0.3
INDEPENDENT VOC.		.0		.0		.0		.0		.0		.0		.0
REGIONAL VOC.		.0		.0		.0		.0		.0	78	2.4	95	2.9
OTHER PUBLIC		.0	30	1.1	27	.9	22	.7	17	.6	12	.4	6	.2
NON-PUBLIC	74	2.7	54	1.9	51	1.7	44	1.4	39	1.2	39	1.2	38	1.2
LOCAL	21	28.4	54	100.0	7	13.7	4	9.1	6	15.4	4	10.3	7	18.4
NON-LOCAL	53	71.6		.0	44	86.3	40	90.9	33	84.6	35	89.7	31	81.6

	OCT 1, 1967		OCT 1, 1968		OCT 1, 1969		OCT 1, 1970		OCT 1, 1971		OCT 1, 1972		OCT 1, 1973	
	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.
044 BROCKTON														
TOTAL S.A.C.	19,656	100.0	19,731	100.0	20,712	100.0	21,209	100.0	21,604	100.0	20,173	100.0	22,017	100.0
PUBLIC	16,629	84.6	17,435	88.4	18,754	90.5	19,353	91.2	19,894	92.1	18,676	92.6	20,273	92.1
LOCAL	16,395	98.6	17,022	97.6	18,161	96.8	18,798	97.1	19,313	97.1	18,245	97.7	19,839	97.9
REGIONAL	234	1.4	204	1.2		.0		.0		.0		.0		.0
TUITIONED OUT		.0		.0		.0		.0		.0		.0		.0
INDEPENDENT VOC.		.0	164	.9	173	.9	205	1.1	205	1.0		.0		.0
REGIONAL VOC.		.0		.0	338	1.8	307	1.6	364	1.8	416	2.2	416	2.1
OTHER PUBLIC		.0	45	.3	82	.4	43	.2	12	.1	15	.1	18*	.1
NON-PUBLIC	3,027	15.4	2,296	11.6	1,958	9.5	1,856	8.8	1,710	7.9	1,497	7.4	1,744*	7.9
LOCAL	2,756	91.0	2,296	100.0	1,574	80.4	1,732	93.3	1,693	99.0	1,464	97.8	1,655	94.9
NON-LOCAL	271	9.0		.0	384	19.6	124	6.7	17	1.0	33	2.2	89	5.1
083 EAST BRIDGEWATER														
TOTAL S.A.C.	2,205	100.0	2,249	100.0	2,339	100.0	2,417	100.0	2,427	100.0	2,519	100.0	2,587	100.0
PUBLIC	2,103	95.4	2,124	94.4	2,194	93.8	2,294	94.9	2,277	93.8	2,383	94.8	2,452	94.8
LOCAL	2,075	98.7	2,086	98.2	2,150	98.0	2,229	97.2	2,211	97.1	2,314	96.9	2,384	97.2
REGIONAL	16	.8		.0		.0		.0		.0		.0		.0
TUITIONED OUT	12	.6	11	.5	10	.5	16	.7	20	.9	24	1.0	23	.9
INDEPENDENT VOC.		.0		.0		.0		.0		.0		.0		.0
REGIONAL VOC.		.0	22	1.0	31	1.4	44	1.9	41	1.8	46	1.9	41	1.7
OTHER PUBLIC		.0	5	.2	3	.1	5	.2	5	.2	4	.2	4	.2
NON-PUBLIC	102	4.6	125	5.6	145	6.2	123	5.1	150	6.2	131	5.2	135	5.2
LOCAL	56	54.9	125	100.0	92	63.4	78	63.4	87	58.0	90	68.7	93	68.9
NON-LOCAL	46	45.1		.0	53	36.6	45	36.6	63	42.0	41	31.3	13	54.2
088 EASTON														
TOTAL S.A.C.	3,167	100.0	3,292	100.0	3,405	100.0	3,546	100.0	3,576	100.0	3,661	100.0	3,809	100.0
PUBLIC	3,120	98.5	3,262	99.1	3,376	99.1	3,531	99.6	3,559	99.5	3,643	99.5	3,785	99.4
LOCAL	3,081	98.8	3,191	97.8	3,297	97.7	3,444	97.5	3,483	97.9	3,590	98.5	3,707	97.9
REGIONAL	39	1.3		.0		.0		.0		.0		.0		.0
TUITIONED OUT		.0		.0	1	.0	1	.0	1	.0	2	.1	2	.1
INDEPENDENT VOC.		.0		.0		.0		.0		.0		.0		.0
REGIONAL VOC.		.0	57	1.7	67	2.0	69	2.0	65	1.8	43	1.2	67	1.8
OTHER PUBLIC		.0	14	.4	11	.3	17	.5	10	.3	8	.2	9	.2
NON-PUBLIC	47	1.5	30	.9	29	.9	15	.4	17	.5	18	.5	24	.6
LOCAL		.0	30	100.0	29	100.0	15	100.0	17	100.0	2	11.1	11	45,8
NON-LOCAL	47	100.0		.0		.0		.0		.0	16	88.9	13	54.2

* Includes S.A.C. from source not previously identified

	OCT 1, 1967		OCT 1, 1968		OCT 1, 1969		OCT 1, 1970		OCT 1, 1971		OCT 1, 1972		OCT 1, 1973	
	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.
123 HANSON														
TOTAL S.A.C.	1,625	100.0	1,766	100.0	2,004	100.0	2,115	100.0	2,191	100.0	2,302	100.0	2,423	100.0
PUBLIC	1,507	92.7	1,696	96.0	1,863	93.0	1,982	93.7	2,065	94.2	2,138	92.9	2,357	97.3
LOCAL	1,100	73.0	1,244	73.3	1,404	75.4	1,443	72.8	1,504	72.8	1,539	72.0	1,796	76.2
REGIONAL	381	25.3	410	24.2	416	22.3	483	24.4	510	24.7	549	25.7	539	22.9
TUITIONED OUT	26	1.7	31	1.8	31	1.7	30	1.5	26	1.3	22	1.0	15	.6
INDEPENDENT VOC.		.0		.0		.0		.0		.0		.0		.0
REGIONAL VOC.		.0		.0		.0		.0		.0		.0		.0
OTHER PUBLIC		.0	11	.6	12	.6	26	1.3	25	1.2	28	1.3	7	.3
NON-PUBLIC	118	7.3	70	4.0	141	7.0	133	6.3	126	5.8	164	7.1	66	2.7
LOCAL	30	25.4	70	100.0	54	38.3	45	33.8	44	34.9	50	30.5		.0
NON-LOCAL	88	74.6		.0	87	61.7	88	66.2	82	65.1	114	69.5	66	100.0
231 PEMBROKE														
TOTAL S.A.C.	2,503	100.0	2,726	100.0	2,942	100.0	3,148	100.0	3,310	100.0	3,391	100.0	3,709	100.0
PUBLIC	2,309	92.2	2,509	92.0	2,747	93.4	2,903	92.2	3,100	93.7	3,211	94.7	3,631	97.9
LOCAL	1,384	59.9	1,479	58.9	1,648	60.0	1,720	59.2	1,864	60.1	1,920	59.8	2,260	62.2
REGIONAL	917	39.7	968	38.6	1,026	37.3	1,119	38.5	1,216	39.2	1,284	40.0	1,357	37.4
TUITIONED OUT	8	.3	9	.4	17	.6	15	.5	3	.1	4	.1	13	.4
INDEPENDENT VOC.		.0		.0		.0		.0	7	.2		.0	1	+
REGIONAL VOC.		.0	41	1.6	49	1.8	44	1.5		.0		.0		.0
OTHER PUBLIC		.0	12	.5	7	.3	5	.2	10	.3	3	.1		.0
NON-PUBLIC	194	7.8	217	8.0	195	6.6	245	7.8	210	6.3	180	5.3	78	2.1
LOCAL	122	62.9	217	100.0	121	62.1	153	62.4	149	71.0	112	62.2	10	12.8
NON-LOCAL	72	37.1		.0	74	37.9	92	37.6	61	29.0	68	37.8	68	87.2

+ Less than 0.05 percent

323 WEST BRIDGEWATER														
TOTAL S.A.C.	1,544	100.0	1,624	100.0	1,683	100.0	1,725	100.0	1,762	100.0	1,727	100.0	1,851	100.0
PUBLIC	1,495	96.8	1,576	97.0	1,627	96.7	1,669	96.8	1,685	95.6	1,669	96.6	1,707	92.2
LOCAL	1,468	98.2	1,533	97.3	1,585	97.4	1,631	97.7	1,649	97.9	1,623	97.2	1,660	97.2
REGIONAL	16	1.1		.0		.0		.0		.0		.0		.0
TUITIONED OUT	11	.7	5	.3	6	.4	10	.6	10	.6	11	.7	6	.4
INDEPENDENT VOC.		.0		.0	1	.1		.0		.0		.0		.0
REGIONAL VOC.		.0	32	2.0	32	2.0	23	1.4	21	1.2	30	1.8	37	2.2
OTHER PUBLIC		.0	6	.4	3	.2	5	.3	5	.3	5	.3	4	.2
NON-PUBLIC	49	3.2	48	3.0	56	3.3	56	3.2	77	4.4	58	3.4	144	7.8
LOCAL	27	55.1	48	100.0	25	44.6	23	41.1	39	50.6	30	51.7	29	20.1
NON-LOCAL	22	44.9		.0	31	55.4	33	58.9	38	49.4	28	48.3	115	79.9

	OCT 1, 1967		OCT 1, 1968		OCT 1, 1969		OCT 1, 1970		OCT 1, 1971		OCT 1, 1972		OCT 1, 1973	
	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.	ENROL.	% OF TOTAL S.A.C.
338 WHITMAN														
TOTAL S.A.C.	3,417	100.0	3,507	100.0	3,540	100.0	3,625	100.0	3,630	100.0	3,764	100.0	3,749	100.0
PUBLIC	3,214	94.1	3,286	93.7	3,340	94.4	3,417	94.3	3,470	95.6	3,683	97.8	3,671	97.9
LOCAL	2,366	73.6	2,429	73.9	2,483	74.3	2,466	72.2	2,447	70.5	2,652	72.0	2,643	72.0
REGIONAL	822	25.6	801	24.4	805	24.1	885	25.9	963	27.8	999	27.1	991	27.0
TUITIONED OUT	26	.8	16	.5	44	1.3	41	1.2	31	.9	23	.6	30	.8
INDEPENDENT VOC.		.0		.0		.0		.0		.0		.0		.0
REGIONAL VOC.		.0		.0		.0		.0		.0		.0		.0
OTHER PUBLIC		.0	40	1.2	8	.2	25	.7	29	.8	9	.2	7	.2
NON-PUBLIC	203	5.9	221	6.3	200	5.6	208	5.7	160	4.4	81	2.2	78	2.1
LOCAL	109	53.7	221	100.0	100	50.0	99	47.6	64	40.0		.0		.0
NON-LOCAL	94	46.3		.0	100	50.0	109	52.4	96	60.0	81	100.0	78	100.0
118 HALIFAX														
TOTAL S.A.C.	793	100.0	882	100.0	952	100.0	994	100.0	1,055	100.0	1,114	100.0	1,233	100.0
PUBLIC	725	91.4	818	92.7	892	93.7	941	94.7	999	94.7	1,047	94.0	1,211	98.2
LOCAL	449	61.9	507	62.0	546	61.2	571	60.7	595	59.6	618	59.0	725	59.9
REGIONAL	271	37.4	298	36.4	327	36.7	349	37.1	398	39.8	424	40.5	476	39.3
TUITIONED OUT	5	.7	4	.5	7	.8	7	.7	6	.6	5	.5	10	.8
INDEPENDENT VOC.		.0		.0		.0		.0		.0		.0		.0
REGIONAL VOC.		.0	9	1.1	11	1.2	12	1.3		.0		.0		.0
OTHER PUBLIC		.0		.0	1	.1	2	.2		.0		.0		.0
NON-PUBLIC	68	8.6	64	7.3	60	6.3	53	5.3	56	5.3	67	6.0	22	1.8
LOCAL		.0	64	100.0		.0		.0	14	25.0	17	25.4		.0
NON-LOCAL	68	100.0		.0	60	100.0	53	100.0	42	75.0	50	74.6	22	100.0

Source: Mass Dept. of Education, Division of Research, Planning and Evaluation

IV LAND USE

In spite of the rapid population growth in the Old Colony area since 1950, more than half of the region remains undeveloped. The city of Brockton is the only major urban center in the region. Smaller urbanized concentrations exist in Whitman and Bridgewater. For several years now business and industry has been moving out of downtown Brockton toward the major interchanges of Route 24.

Since 1970 the rate of new housing construction has been even greater than in the decade of the 1960's. During the past three years, the greatest amount of construction activity has taken place in Brockton, Bridgewater, and Easton. Thus, in spite of a generally sluggish economy, and a high unemployment rate, the OCPC area continues to grow as more people move in from the Boston area.

Generally, development has occurred in those towns with the greatest amount of developable land. Much of the Old Colony area is subject to high water tables with large areas of swamp and collection lakes, ponds, and streams. The area communities showing the most development are also those with the most trouble-free land. It should also be noted that Brockton, Bridgewater, and Easton are close to Route 24, furnishing easy access to Boston and the Route 128 industrial areas.

As might be expected, commercial construction has followed residential development concentrating in the communities with the greatest residential growth. Recent industrial development has centered in Brockton and in Avon with the opening of the Avon Industrial Park.

Significant Trends:

-Business and industry is moving away from downtown Brockton toward Route 24.

-The apartment boom in Brockton is continuing but will probably slow down as available land becomes scarcer.

-Growth in the area is occurring more and more to the southern part of the region, particularly Bridgewater. This may indicate a willingness on the part of commuters to drive greater distances to work in Boston.

-In spite of the rapid growth in the region during the past years, less than half of the available land in the area is developed.

-There has been a strong tendency in the past year or so, in all of the OCPC communities including Brockton, to oppose any new apartment construction. The possibility of imposing moratoriums on apartments construction has been discussed in several communities.

LAND USE CATEGORY	1963 Amount	1963 Percent	1971 Amount	1971 Percent	CHANGE 1963 - 1971 Amount	CHANGE 1963 - 1971 Percent Incre
Residential-Single	12,945	11.8	15,392	14.0	+ 2,447	+ 18.9
Residential-Multi	959	0.9	1,064	1.0	+ 105	+ 10.9
Commercial	915	0.8	1,160	1.0	+ 245	+ 26.8
Industrial-Mfg/Whol	843	0.7	1,060	1.0	+ 217	+ 25.7
-Trans/Other	2,149	2.0	2,656	2.4	+ 507	+ 23.6
Public & Semi-Public Bldgs. and Related Lands	2,502	2.3	2,721	2.5	+ 219	+ 8.7
Reserved Open Space	2,535	2.3	2,997	2.7	+ 462	+ 18.2
Active Agriculture	20,253	18.4	18,872	18.1	- 381	- 1.9
Highways and Street	4,822	4.4	4,972	4.5	+ 150	+ 3.1
TOTAL DEVELOPED	47,923	43.6	51,894	47.2	+ 3,971	+ 8.3
Swamps & Marsh	11,587	10.5	11,351	10.3	- 236	- 2.0
Wooded & Open	46,948	42.7	43,196	39.2	- 3,752	- 7.9
Water	3,569	3.2	3,586	3.3	+ 17	+ 0.5
TOTAL UNDEVELOPED	62,104	56.4	58,133	52.8	- 3,971	- 6.4
TOTAL OCPC ACREAGE	110,027	100.0	110,027	100.0	-	-

Sources: 1. Vogt-Ivers Comprehensive Land Use Inventory Report, 1967

2. OCPC Land Use Update Study, 1971, Air Photo Tabulations by OCPC

TABLE 19

ROAD MILEAGE BY COMMUNITY

COMMUNITY	SQUARE MILES	LOCAL ROAD MILES	STATE ROAD MILES	TOTAL ROAD MILES
ABINGTON	9.70	47.97	5.19	53.16
AVON	4.35	26.34	5.81	32.15
BRIDGEWATER	27.29	73.33	8.16	81.49
BROCKTON	21.37	201.98	9.02	211.00
EAST BRIDGEWATER	17.28	54.56	3.74	58.30
EASTON	29.04	72.61	8.18	80.79
HANSON	15.17	48.48	NONE	48.48
PEMBROKE	21.53	80.17	7.18	87.35
WEST BRIDGEWATER	15.49	42.56	7.64	50.20
WHITMAN	6.70	42.86	3.90	46.76
OCPC TOTALS	167.92	690.86	58.82	749.68
HALIFAX	17.37	45.62	NONE	45.62

Source: DPW - Local Road Miles for 1972; State Road Miles for 1971

DWELLING UNITS 1950-1970

Community	DWELLING UNITS 1950	DWELLING UNITS 1960	DWELLING UNITS 1970	PERCENT CHANGE 50-60	60-70	50-70
Abington	2,240	3,051	3,517	36.2	15.3	57.0
Avon	782	1,236	1,440	58.1	16.5	84.1
Bridgewater	2,082	2,429	3,160	16.7	30.1	51.8
Brockton	19,604	24,090	28,790	22.9	19.5	46.9
East Bridgewater	1,408	1,854	2,395	31.7	29.2	70.1
Easton	1,886	2,608	3,256	38.3	24.8	72.6
Hanson	N.A.	1,455	2,030	-	39.5	-
Pembroke	N.A.	2,141	3,373	-	57.5	-
West Bridgewater	1,154	1,478	1,718	28.1	16.2	48.9
Whitman	2,648	3,248	3,859	22.7	18.8	45.7
OCPC Totals	31,804	43,588	53,538	37.1	22.8	68.3
Less Hanson & Pembroke	31,804	39,992	48,135	25.7	20.4	51.3
Halifax	N.A.	N.A.	1,055	-	-	-

Source: U.S. Census of Housing - 1950, 1960, and 1970

DWELLING UNITS BY OWNER, TENANT, VACANCY AND STRUCTURAL TYPE - 1970

Community	Owner Occupied	Tenant Occupied	Vacant	Total Units	One Unit Structures	No. of Units in Two or More Unit Structures	Mobile Homes or Trailers	S*
Abington	2,678	779	60	3,517	2,622	866	7	2
Avon	1,201	201	19	1,440	1,164	266	10	0
Bridgewater	2,321	733	106	3,160	2,206	942	12	0
Brockton	15,851	11,837	1,102	28,790	13,740	15,011	16	23
East Bridgewater	1,940	400	55	2,395	1,911	448	24	12
Easton	2,664	525	67	3,256	2,685	494	76	1
Hanson	1,685	228	117	2,030	1,817	143	7	63
Pembroke	2,684	308	381	3,373	2,956	124	12	281
West Bridgewater	1,510	179	29	1,718	1,488	185	45	0
Whitman	2,817	955	87	3,859	2,598	1,240	20	1
OCPC Totals	35,351	16,164	2,023	53,538	33,187	22,139	229	383
Halifax	825	144	86	1,055	964	38	2	51

* Seasonal Homes

Source: U.S. Census of Housing - 1970

DWELLING UNITS BY OWNER, TENANT, VACANCY AND STRUCTURAL TYPE - 1960

Community	Owner Occupied	Tenant Occupied	Vacant	Total Units	One Unit Structures	No. of Units in Two or More Unit Structures
Abington	2,382	555	114	3,051	2,490	561
Avon	1,022	171	43	1,236	1,058	178
Bridgewater	1,726	601	102	2,429	1,891	538
Brockton	12,427	10,450	1,213	24,090	10,934	13,156
East Bridgewater	1,435	296	123	1,854	1,497	357
Easton	2,113	388	107	2,608	2,590	18
Hanson	1,034	160	261	1,455	1,391	64
Pembroke	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
West Bridgewater	1,239	196	43	1,478	1,354	124
Whitman	2,266	824	156	3,246	2,335	911
OCPC Totals	26,644	13,641	2,162	41,447	25,540	15,907
Halifax	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Source: U.S. Census of Housing - 1960

CUSTOMERS SERVED BY BROCKTON EDISON

Community	DEC. 1970	DEC. 1971	DEC. 1972	DEC. 1973	Percent Change 70-71	71-72	72-73	70-73
Abington	3,772	3,885	4,015	4,225	3.0	3.3	5.2	12.0
Avon	1,627	1,660	1,690	1,715	2.0	1.8	1.5	5.4
Bridgewater	3,403	3,719	3,947	4,287	9.3	6.1	8.6	26.0
Brockton	30,719	31,205	31,526	31,506	1.6	1.0	0.1	2.6
East Bridgewater	2,619	2,698	2,805	2,911	3.0	4.0	3.8	11.1
Easton	3,579	3,753	4,021	4,208	4.9	7.1	4.7	17.6
Hanson	2,378	2,475	2,558	2,618	4.1	3.4	2.3	10.1
Pembroke	3,581	3,697	3,832	3,921	3.2	3.7	2.3	9.5
West Bridgewater	1,945	2,000	2,056	2,110	2.8	2.8	2.6	8.5
Whitman	4,127	4,177	4,232	4,302	1.2	1.3	1.7	4.2
OCPC Totals	57,750	59,269	60,682	62,803	2.6	2.4	1.8	7.0
Halifax	1,234	1,265	1,400	1,518	2.5	10.7	8.4	23.0

Source: Brockton Edison

TABLE 24

GAS METERS - ALL CLASSES SERVED BY BROCKTON-TAUNTON AND BOSTON GAS COMPANIES

Community	1970	1971	1972	1973	PERCENT CHANGE 70-71	71-72	72-73	70-73
Abington*	1,207	1,353	1,392	1,500	12.1	2.9	7.8	24.3
Avon	528	560	565	561	6.1	0.9	- 0.7	6.2
Bridgewater	1,066	1,095	1,126	1,148	2.7	2.8	2.0	7.7
Brockton	15,175	15,480	15,456	15,319	2.0	- 0.2	- 0.9	0.9
East Bridgewater	819	877	922	971	7.1	5.1	5.3	18.6
Easton	811	868	917	983	7.0	5.6	7.2	21.7
Hanson	811	877	929	959	8.1	5.9	3.2	18.2
Pembroke	1,308	1,357	1,414	1,452	3.7	4.2	2.7	11.0
West Bridgewater	557	598	630	662	7.4	5.4	5.1	18.9
Whitman*	1,847	1,905	1,932	1,945	3.1	1.4	0.7	5.3
OCPC Totals	24,129	24,970	25,283	25,000	3.5	1.3	0.9	5.7
Halifax	200	213	306	350	6.5	43.7	14.4	75.0

* Served By Boston Gas Company
Sources: Brockton-Taunton Gas Co. and Boston Gas Co.

Community	Type	1967	1971	1972	1973	Percent Change 67-71	71-72	72-73	67-73
Abington*	Residential	3,542	4,009	4,039	4,243	13.2	.7	5.1	19.8
	Business	408	496	500	538	21.6	.8	7.6	31.9
	Total	3,950	4,505	4,539	4,781	14.1	.8	5.3	21.0
Avon	Residential								
	Business	INCLUDED IN BROCKTON							
	Total								
Bridgewater	Residential	2,703	3,211	3,593	3,871	18.8	11.9	7.7	43.2
	Business	256	424	465	456	65.6	9.7	-1.9	78.1
	Total	2,959	3,635	4,058	4,327	22.8	11.6	6.6	46.2
Brockton	Residential	27,321	32,395	32,944	35,716	18.6	1.7	8.4	30.7
	Business	4,026	4,899	5,324	5,274	21.7	8.7	-0.9	31.0
	Total	31,347	37,294	38,268	40,990	19.0	2.6	7.1	30.8
East Bridgewater	Residential	1,718	2,009	2,092	2,182	16.9	4.1	4.3	21.2
	Business	172	219	232	235	27.3	5.9	1.3	36.6
	Total	1,890	2,228	2,324	2,417	17.9	4.3	4.0	27.9
Easton	Residential	2,834	3,431	3,692	3,854	21.1	7.6	4.4	36.0
	Business	312	453	446	484	45.2	-1.5	8.5	55.1
	Total	3,146	3,884	4,138	4,338	23.5	6.5	4.8	37.9
Hanson**	Residential								
	Business	INCLUDED IN PEMBROKE							
	Total								
Pembroke**	Residential	3,446	4,346	4,591	4,927	26.1	5.6	7.3	43.0
	Business	354	433	457	466	22.3	5.5	2.0	31.6
	Total	3,800	4,779	5,048	5,393	25.8	5.6	6.8	41.9
West Bridgewater	Residential								
	Business	INCLUDED IN BROCKTON							
	Total								
Whitman	Residential	3,668	3,957	4,043	4,106	7.9	2.2	1.6	11.9
	Business	403	417	428	433	3.5	2.6	1.2	7.4
	Total	4,071	4,374	4,471	4,539	7.4	2.2	1.5	11.5
OCPC Totals	Residential	45,232	53,358	54,994	58,899	18.0	3.1	7.1	30.2
	Business	5,931	7,341	7,852	7,886	23.8	7.0	.4	33.0
	Total	51,163	60,699	62,846	66,785	18.6	3.5	6.3	30.5
Halifax**	Residential								
	Business	INCLUDED IN PEMBROKE							
	Total								

*Figures For Abington Estimated From Rockland (44% Residential; 42.5% Business)
**Figures Available Only For Bryantville Exchange. Includes Some Phones Located In Other Towns

Source: Brockton and Plymouth Offices, New England Telephone

V. COMMUNITY FACILITIES AND DEVELOPMENT DATA

Recreational Facilities

Additions to the regional stock of recreational facilities over the period 1972-73 have been limited for the most part to expansion of school facilities. A privately owned ice skating rink was opened in West Bridgewater. A major re-construction project is planned for three playgrounds in Brockton. The city Recreation Commission reports that work on these is scheduled to begin in the spring of 1974.

Major New Housing

Residential building permit activity for the region during 1972 and 1973 was off considerably from the 4356 units planned in 1971. While planned single family units began to increase again between 1972 and 1973, total planned dwelling units continued to decrease due to a substantial decrease in planned multi-family dwellings. Total planned dwelling units fell from 2405 in 1972 to 2027 in 1973.

Thirteen major projects accounted for over 81 percent of all planned multi-family dwelling units over the period 1972-1973.

New Educational Facilities

Two new elementary schools are nearing completion in Brockton. Work continues on the renovation of the old Brockton High School.

East Bridgewater filed for permits on over $3 million in additions and alterations on the East Bridgewater High School. West Bridgewater scheduled additions and alterations to the Howard School estimated at $750,000.

The Whitman-Hanson Regional School let bids on $1 million in relocatable classrooms in late 1973. Pembroke will complete construction of a new elementary school in early 1974.

Stonehill College completed construction of a college center building and renovation of the college theater. Cost of these projects totaled over $1.4 million. Plans are now being made for a $500,000 addition to the college library. Other construction is also being contemplated but no specific plans have been formalized.

Massasoit Community College plans the addition of five new buildings under phase two of its construction program. These will include a field house with gym and pool, a fine arts building, two classroom buildings and an administration building. Construction is scheduled to begin on the field house this summer. It is expected that the $10 million project will take two years to complete.

Southeastern Regional Vocational Technical High School, which is located in South Easton, made plans to construct a 400 student addition. Work is scheduled to begin in May of 1974.

New Commercial And Industrial Facilities

Two new shopping centers were constructed in Brockton during the period 1972-1973. A $2.4 million center was built by K-Mart on Main Street near the West Bridgewater line. A second center, valued at $685,000, was constructed on the corner of East Ashland and Cary Streets. A permit was issued for the construction of a $300,000 professional building to be located at 15 Oak Street in Brockton.

Industrial development activity in the past two years has been strong in Avon as firms continued to locate in the Avon Industrial Park. Permits for five industrial buildings with a total value of $3,019,000 were issued in Avon during 1972-1973.

Three firms located facilities in the Brockton Industrial Park

during 1972-73. Eleganza, Inc. constructed a $400,000 warehouse on Pearl Street. Automatic Radio, Inc. built an assembly plant and offices on West Chestnut Street valued at $330,000. Brief Originals has a $450,000 warehouse facility under construction on West Chestnut Street with occupancy scheduled for May.

The City of Brockton has applied for an EDA Public Works Improvement Grant in the amount of $288,200 for construction of a road and associated utilities in the Brockton Industrial Park. Total value of the project is estimated at $360,250.

New England Telephone is constructing a major toll switching exchange facility off Court Street in Brockton. This facility is valued at $4 million and was the largest single commercial/industrial project in the region over the period 1972-73.

Foxmoor Casuals, a division of Melville Shoe Corp., is constructing a new $750,000 warehouse and office facility on Manley Street in West Bridgewater. Foxmoor is presently located in the Meldisco building on Campanelli Drive in Brockton.

Other Public Facilities

Construction was recently completed on the new Hanson police station and civil defense center. Value of the contract was $133,086. EDA provided a grant of $72,000 for the project.

The Town of Bridgewater refurbished the Academy Building on Central Square for town offices and the police department. Easton scheduled repair of the South Easton fire station and of the town office building.

The Multi Service Health Center opened its first satellite facility in West Bridgewater Center on November 5, 1973. Construction of the Brockton facility near Brockton Hospital continues

and is scheduled for completion in the fall of 1974. A facility to serve Stoughton, Avon and Holbrook is scheduled for start-up in the spring of 1974. Facilities are also planned for Easton and Whitman/Abington. The Multi Service Health Center is intended to house and coordinate the services of the State Departments of Mental Health, Welfare, Public Health, Youth Services, and Rehabilitation.

MAJOR RESIDENTIAL AND NON-RESIDENTIAL PROJECTS ISSUED BUILDING PERMITS IN 1972 and 1973

AVON			
1972			
June	1	Industrial Building - Capital Contracting Corp.	569,000
August	1	Industrial Building - J. H. Westerbeke	350,000
September	8	Apartment buildings with 60 D.U. - Avon Housing Authority	1,198,779
October	1	Commercial building	500,000
1973			
April	1	Warehouse .	1,000,000
October	1	Industrial building	600,000
BRIDGEWATER			
1972			
April	6	Apartment buildings with 148 D.U.	1,275,000
April	1	Police Dept. and town offices (repair)	248,000
May	8	Apartment buildings with 180 D.U.	1,440,000
1973			
March	7	Apartment buildings with 156 D.U.	1,248,000
April	1	Garage - St. Margarets Hospital	400,000
April	7	Apartment buildings with 156 D.U.	1,248,000
BROCKTON			
1972			
March	1	Toll switching exchange building N. E. Telephone Co.	4,000,000
May	33	Apartment buildings with 396 D.U.	4,752,000
July	26	Apartment complexes with 318 D.U.(condominiums)	4,134,000
August	1	Warehouse - Eleganza, Inc.	400,000
August	1	Shopping center	2,430,000
August	1	Assembly plant and offices - Automatic Radio, Inc.	330,000

BROCKTON cont'd.

1973		
January	1 Shopping center (3 stores)	685,000
March	1 Apartment building with 195 D.U.	3,000,000
April	2 Elementary schools	8,500,000
June	175 Duplex buildings with 350 D.U. Boston Housing Association	2,500,000
June	1 Professional building	300,000
October	1 Industrial building - Brief Originals	450,000
EAST BRIDGEWATER		
1973		
September	Additions and alterations; High School	3,152,000
September	6 Apartment buildings with 48 D.W. Housing for the Elderly	964,000
EASTON		
1972		
May	Repair South Easton fire station	330,000
June	1 Apartment building with 68 D.U.	500,000
June	College center and gym - Stonehill College	1,119,230
June	Town storage shed and office building (repair)	32,000
July	4 Apartment buildings with 38 D.U.	400,000
July	3 Apartment buildings with 122 D.U.	820,000
HANSON		
1973		
November	Whitman Hanson Regional School Relocatable Classrooms	1,000,000
PEMBROKE		
1972		
September	Elementary school	2,000,000
WEST BRIDGEWATER		
1973		
December	Additions and alterations to Howard School	750,000
December	Commercial building - Foxmoor Apparel	750,000

PLANNED DWELLING UNITS AS LISTED ON ISSUED BUILDING PERMITS

Community	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973
Abington	37	36	33	52	83	86	25	26	42	85	81	205	148	289
Avon	24	43	35	41	16	21	11	13	10	27	6	15	63	16
Bridgewater	43	63	62	82	71	136	122	64	71	68	59	559	483	483
Brockton	773	939	1141	634	962	579	483	530	513	746	1513	2863	894	693
E. B'water	51	65	45	81	61	60	45	32	83	41	63	98	99	112
Easton	47	43	51	70	54	59	81	76	161	96	154	282	441	164
Hanson	42	47	50	55	53	116	56	83	123	73	57	101	61	58
Pembroke	57	147	156	185	190	161	141	75	130	169	94	104	99	106
W. B'water	34	27	34	41	22	31	21	24	24	26	23	78	50	27
Whitman	153	59	40	78	46	83	34	33	25	38	63	51	60	72
OCPC Totals	1261	1469	1647	1319	1558	1332	1019	956	1182	1369	2113	4356	2398	2020
Halifax	36	45	43	65	34	64	43	19	16	12	18	25	58	26

Source: Office of Code Development, Department of Community Affairs; Bureau of Research and Statistics, Department of Commerce and Development; and Division of Statistics, Department of Labor and Industries

Community	Type	1970 Bldg.	1970 Units	1971 Bldg.	1971 Units	1972 Bldg.	1972 Units	1973 Bldg.	1973 Units	Totals 70 - 73 Bldg.	Totals 70 - 73 Units
Abington	1 Family	57	57	73	73	29	29	133	133	292	292
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	2	24	8	132	7	119	10	156	27	431
	Total	59	81	81	205	36	148	143	289	319	723
Avon	1 Family	6	6	7	7	3	3	8	8	24	24
	2 Family	0	0	2	4	0	0	4	8	6	12
	3 or more fam.	0	0	1	4	8	60	0	0	9	64
	Total	6	6	10	15	11	63	12	16	39	100
Bridgewater	1 Family	59	59	75	75	155	155	119	119	408	408
	2 Family	0	0	2	4	0	0	6	12	8	16
	3 or more fam.	0	0	21	480	14	328	24	352	59	1,160
	Total	59	59	98	559	169	483	149	483	475	1,584
Brockton	1 Family	344	344	524	524	126	126	146	146	1,140	1,140
	2 Family	6	12	3	6	6	12	176	352	191	382
	3 or more fam.	35	1,157	314	2,333	53	762	1	195	403	4,447
	Total	385	1,513	841	2,863	185	900	323	693	1,734	5,969
East Bridgewater	1 Family	63	63	90	90	99	99	63	63	315	315
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	0	0	1	8	0	0	7	56	8	64
	Total	63	63	91	98	99	99	70	119	323	379
Easton	1 Family	84	84	115	115	136	136	130	130	465	465
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	2	70	17	167	15	305	3	34	37	576
	Total	86	154	132	282	151	441	133	164	502	1,041
Hanson	1 Family	57	57	101	101	61	61	58	58	277	277
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	0	0	0	0	0	0	0	0	0	0
	Total	57	57	101	101	61	61	58	58	277	277
Pembroke	1 Family	94	94	104	104	99	99	106	106	403	403
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	0	0	0	0	0	0	0	0	0	0
	Total	94	94	104	104	99	99	106	106	403	403
West Bridgewater	1 Family	23	23	30	30	50	50	27	27	130	130
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	0	0	5	48	0	0	0	0	5	48
	Total	23	23	35	78	50	50	27	27	135	178
Whitman	1 Family	63	63	51	51	61	61	72	72	247	247
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	0	0	0	0	0	0	0	0	0	0
	Total	63	63	51	51	61	61	72	72	247	247
OCPC Totals	1 Family	850	850	1,170	1,170	819	819	862	862	3,701	3,701
	2 Family	6	12	7	14	6	12	186	372	205	410
	3 or more fam.	39	1,251	367	3,172	97	1,574	45	793	548	6,790
	Total	895	2,113	1,544	4,356	922	2,405	1,093	2,027	4,454	10,901
Halifax	1 Family	18	18	25	25	58	58	26	26	127	127
	2 Family	0	0	0	0	0	0	0	0	0	0
	3 or more fam.	0	0	0	0	0	0	0	0	0	0
	Total	18	18	25	25	58	58	26	26	127	127

Source: Office of Code Development, Department of Community Affairs

Place of Employment

Tables 28 , 29, and 30 provide data on place of employment for residence of the Old Colony Region for 1960 and 1970. The U.S. Census of the population for 1970 recorded 68,160 workers who resided in the region's communities during the census week compared to 49,022 in 1960. Place of employment figures show that in 1970, 27,462 workers were commuting out of the SMSA compared to 14,684 in 1960. While a large portion of this increase is due to the overall growth in the work force, the portion of employed residents who commuted out of the SMSA did increase from 30.0 percent in 1960 to 40.3 percent in 1970. These figures also show that the city of Brockton played a decreasing role as a place of employment for residents of the region, falling from 43.3 percent in 1960 to 33.0 percent in 1970.

Means of Transportation to Work

The automobile increased in importance as a means of getting to work over the period 1960-70. The proportional share of workers who either drove to work or rode as auto passengers increased from 76.4 percent in 1960 to 86.6 percent in 1970. Tables 31 and 32 provide a breakdown of means of transportation to work.

TABLE 28

PLACE OF EMPLOYMENT - 1960

Community	Inside Brockton SMSA	Brockton City	Abington, Whitman E. Bridgewater W. Bridgewater	Bridgewater Hanson	Easton	Avon Stoughton	Outside Brockton SMSA	Not Reporte
Abington	1,498	425	1,037	8	8	20	1,932	297
Avon	625	306	46	4	15	254	763	59
Bridgewater	2,209	453	109	1,503	39	105	824	139
Brockton	19,665	17,228	868	386	304	879	6,937	1,258
East Bridgewater	1,653	541	915	142	24	31	491	98
Easton	1,653	637	20	28	818	150	1,514	170
Hanson	784	100	194	453	9	28	641	44
Pembroke	NOT AVAILABLE							
West Bridgewater	1,467	850	452	91	25	49	380	28
Whitman	2,611	672	1,773	114	16	36	1,202	80
OCPC Totals	32,165	21,212	5,414	2,729	1,258	1,552	14,684	2,173

Halifax NOT AVAILABLE

Source: U.S. Census of the population - 1960

Community	Inside Brockton SMSA	Brockton City	Abington, Whitman E. Bridgewater W. Bridgewater	Bridgewater Hanson	Easton	Avon Stoughton	Outside Brockton SMSA	Not Report
Abington	1,788	573	1,125	59	0	31	2,580	320
Avon	769	292	13	21	5	438	1,224	64
Bridgewater	2,701	697	514	1,379	37	74	1,349	212
Brockton	20,447	17,678	957	479	258	1,075	11,756	2,589
East Bridgewater	2,053	671	1,021	285	24	52	1,113	113
Easton	2,559	956	161	27	1,272	143	1,838	285
Hanson	1,042	157	253	593	7	32	1,369	173
Pembroke	736	110	N.A.	N.A.	N.A.	N.A.	3,314	225
West Bridgewater	1,690	745	563	259	50	73	747	205
Whitman	2,700	640	1,847	164	12	37	2,172	252
OCPC Totals	36,485	22,519	6,454	3,266	1,665	1,955	27,462	4,438
Halifax	339	137	N.A.	N.A.	N.A.	N.A.	825	9

Source: U.S. Census of the Population - 1970

PLACE OF EMPLOYMENT IN DETAIL - 1970

	01 Brockton city	02 Remainder of Brockton SMSA, Plymouth Co. - inner ring (E.&W. Bridgewater, Abington, Whitman)	03 Remainder of Brockton SMSA, Plymouth Co. - outer ring (Bridgewater, Hanson)	04 Brockton SMSA, Bristol Co. - inner ring (Easton)	05 Brockton SMSA, Norfolk Co. - inner ring (Stoughton, Avon)	06 Boston city, Suffolk Co.	07 Remainder of Boston SMSA, Suffolk Co.	08 Boston SMSA, Norfolk Co. - inner ring	09 Boston SMSA, Norfolk Co. - outer ring	10 Boston SMSA, Plymouth Co.	11 Remainder of Boston SMSA	12 Providence and Pawtucket cities, R.I.	13 Remainder of Providence SMSA, Providence Co., R.I.	14 Remainder of Providence SMSA in R.I.	15 Providence-Pawtucket-Warwick, R.I. SMSA in Bristol Co., Mass.	16 Fall River city, Bristol Co.	17 Remainder of Fall River SMSA in Mass.	18 New Bedford SMSA	19 Plymouth Co. (nonmetro)	20 Bristol Co. (nonmetro)	21 Norfolk Co. (nonmetro)	22 Barnstable Co.	00 Not Delineated
Abington	573 12.2	1125 24.0	59 1.3		31 0.7	725 15.5	56 1.2	420 9.0	647 13.8	347 7.4	247 5.3					6 0.1			40 0.9				412 8.8
Avon	292 14.2	13 0.6	21 1.0	5 0.2	438 21.3	439 21.3	44 2.1	185 9.0	239 11.6	16 0.8	203 9.9	4 0.2							28 1.4	22 1.1			108 5.3
Bridgewater	697 16.4	514 12.1	1379 32.4	37 0.9	74 1.7	250 5.9	36 0.8	255 6.0	112 2.6	54 1.3	330 7.7							30 0.7	106 2.5	100 2.3			288 6.8
Brockton	17,678 50.8	957 2.8	479 1.4	258 0.7	1075 3.1	3702 10.6	225 0.6	2090 6.0	2367 6.8	438 1.3	1437 4.1	10 *	34 0.1		41 0.1	46 0.1		69 0.2	529 1.5	261 0.8			3096 8.9
E. B'Water	671 20.5	1021 31.1	285 8.7	24 0.7	52 1.6	243 7.4	29 0.9	158 4.8	170 5.2	106 3.2	156 4.8	7 0.2	8 0.2		7 0.2				93 2.8	56 1.7			193 5.9
Easton	956 20.4	161 3.4	27 0.6	1272 27.2	143 3.1	458 9.8	11 0.2	302 6.5	320 6.8	31 0.7	198 4.2		8 0.2		72 1.5		7 0.1	20 0.4	33 0.7	166 3.5			497 10.6
Hanson	157 6.1	253 9.8	593 22.9	7 0.3	32 1.2	289 11.2	24 0.9	166 6.4	218 8.4	396 15.3	110 4.3							15 0.6	99 3.8	13 0.5			212 8.2
Pembroke	110 2.7	555 13.7	71 1.8			53 1.3	29 0.7	406** 10.0		359 8.9	94 2.3					50 1.2		1464 36.1	289 7.1	6 0.1	157 3.9	7 0.2	400 9.9
W. B'Water	745 28.2	563 21.3	259 9.8	50 1.9	73 2.8	134 5.1	12 0.5	99 3.7	155 5.9	61 2.3	86 3.3				12 0.5	19 0.7	7 0.3	12 0.5	48 0.2	48 0.2			259 9.8
Whitman	640 12.5	1847 36.0	164 3.2	12 0.2	37 0.7	539 10.5	31 0.6	308 6.0	505 9.9	303 5.9	188 3.7		5 0.1	6 0.1	6 0.1	7 0.1		15 0.3	150 2.9	41 0.8			320 6.2
OCPC Totals	22,519 33.0	7009 10.3	3337 4.9	1665 2.4	1955 2.9	6832 10.0	497 0.7	4186 6.1	4936 7.2	2111 3.1	3049 4.5	21 *	55 0.1	6 *	138 0.2	128 0.2	14 *	1625 2.4	1415 2.1	713 1.0	157 0.2	7 *	5785 8.5
Halifax	137 11.8	94 8.1	108 9.3			122 10.5	13 1.1	135 11.6		155 13.3	66 5.7								293 25.2	7 0.6		12 1.0	22 1.9

*Less Than 0.05 **Divided equally for area totals Source: U.S. Census of Population - 1970

TABLE 31

MEANS OF TRANSPORTATION TO WORK - 1960

Community	Private Auto Or Carpool	Bus Or StreetCar	Subway Elevated	R. R.	Walked	Other	Worked At Home	Not Reported	TOTAL
Abington	2,980	93	0	28	240	42	52	292	3,727
Avon	1,180	61	0	21	72	54	16	43	1,447
Bridgewater	2,339	78	0	78	406	68	142	139	3,172
Brockton	20,637	1,446	0	1,446	3,461	502	443	1,270	27,860
East Bridgewater	1,792	14	0	4	137	77	105	113	2,242
Easton	2,676	33	0	45	260	104	83	136	3,337
Hanson	1,249	9	0	4	79	23	49	56	1,469
Pembroke	NOT AVAILABLE								
West Bridgewater	1,530	36	0	4	86	62	110	47	1,875
Whitman	3,062	103	0	4	468	70	85	101	3,893
OCPC Totals	37,445	1,873	0	211	5,209	1,002	1,085	2,197	49,022
Halifax	NOT AVAILABLE								

Source: U.S. Census of the Population - 1960

MEANS OF TRANSPORTATION TO WORK - 1970

Community	Private Auto Driver	Private Auto Passenger	Bus Street-Car	Subway Elevated	R.R.	Taxi	Walked Only	Other Means	Worked At Home	Total
Abington	3,576	652	61	10	0	21	244	51	73	4,688
Avon	1,439	346	100	0	0	7	67	62	26	2,057
Bridgewater	3,059	488	37	6	9	30	416	88	129	4,262
Brockton	23,928	5,880	909	69	121	211	2,759	402	513	34,792
East Bridgewater	2,570	426	0	0	0	11	107	111	54	3,279
Easton	3,526	466	32	6	59	0	319	102	172	4,682
Hanson	2,016	330	39	0	0	0	61	72	66	2,584
Pembroke	3,179	400	209	6	0	0	82	109	65	4,050
West Bridgewater	1,876	349	32	0	0	0	181	79	125	2,642
Whitman	3,651	850	64	13	13	15	357	108	60	5,124
OCPC Totals	48,820	10,187	1,483	104	202	295	4,593	1,184	1,283	68,160
Halifax	948	130	13	0	0	0	30	21	22	1,164

Source: U.S. Census of the Population - 1970

Traffic Counts

Table 33 shows comparisons of traffic counts over the period 1969-1972. The traffic counts were recorded at 26 stations by the DPW.

Comparisons of 1971 and 1972 data indicate increases in traffic volume at 15 stations and decreases at 3 stations. Comparisons for 8 stations were not possible because of a lack of data.

TRAFFIC COUNTS - BRAINTREE AREA AND ADJACENT TOWNS

Route Or Street	Community	Location and Map Number	Volumes 1969	1970	1971	1972	Percent Change 69-70	70-71	71-72	69-72
Bay St.	Easton	Stoughton Line #1	-	-	840	1,656	-	-	97.1	-
Rte. 138	Easton	Stoughton Line #2	7,144	6,100	7,690	7,700	-14.6	26.1	0.1	7.8
Rte. 139	Abington	Weymouth Line #3	-	6,770	7,362	8,100	-	8.7	10.0	-
Rte. 18	Abington	Weymouth Line #4	-	12,900	12,630	12,900	-	2.1	2.1	-
Rte. 139	Abington	Rockland Line #5	-	7,900	10,284	10,100	-	30.2	-1.8	-
Rte. 123	Abington	Rockland Line #6	-	8,520	9,928	9,900	-	16.5	-0.3	-
Rte. 58	Hanson	Whitman Line #7	9,178	-	-	5,100	-	-	-	-44.4
Rte. 27	Hanson	Pembroke Line #8	-	4,750	5,500	5,600	-	15.8	1.8	-
Harrison Blvd.	Avon	East of Rte. 24 Interchange #9	-	15,050	16,400	-	-	9.0	-	-
Rte. 24	Avon	Stoughton Line #10	-	44,300	48,140	49,100	-	8.7	2.0	-
Rte. 28	Avon	Randolph Line #11	-	-	11,220	12,500	-	-	11.4	-
Spring St.	Avon	Holbrook Line #12	-	2,800	3,700	-	-	32.1	-	-
Rte. 106	Mansfield	Easton Line #13	7,100	-	-	8,100	-	-	-	14.1

TRAFFIC COUNTS - BROCKTON STUDY AREA AND ADJACENT TOWNS

Route Or Street	Community	Location and Map Number	Volumes 1969	1970	1971	1972	Percent Change 69-70	70-71	71-72	69-72
Rte. 123	Norton	Easton Line #14	2,829	4,400	4,380	4,200	55.5	-0.5	4.1	48.5
Rte. 138	Raynham	Easton Line #15	6,950	-	-	7,300	-	-	-	5.0
Rtes. 18 & 28	Middleboro	Bridgewater Line #16	-	4,900	6,490	7,700	-	32.4	18.6	-
Rte. 105 (Thompson St.	Middleboro	Halifax Line #17	-	600	1,170	1,100	-	95.0	-6.0	-
Rte. 58	Plympton	Halifax Line #18	-	1,750	1,570	2,000	-	-10.3	27.4	-
Rte. 106	Plympton	Halifax Line #19	-	2,400	3,170	4,200	-	32.1	32.5	-
Rte. 27	Kingston	Pembroke Line #20	3,488	3,500	4,700	4,800	0.3	34.3	2.1	37.6
Summer St.	Kingston	Duxbury Line #21	-	3,650	3,340	-	-	-8.5	-	-
Rte. 3	Kingston	Duxbury Line #22	14,814	15,000	19,850	21,300	1.3	32.3	7.3	43.8
Landing Road	Kingston	Duxbury Line #23	-	1,950	2,050	-	-	5.2	-	-
Rtes. 14 & 53	Duxbury	Pembroke Line #24	2,584	-	-	-	-	-	-	-
Rtes. 139 & 53	Pembroke	Hanover Line #25	-	-	16,100	16,500	-	-	2.5	-

TRAFFIC COUNTS - BROCKTON STUDY AREA AND ADJACENT TOWNS

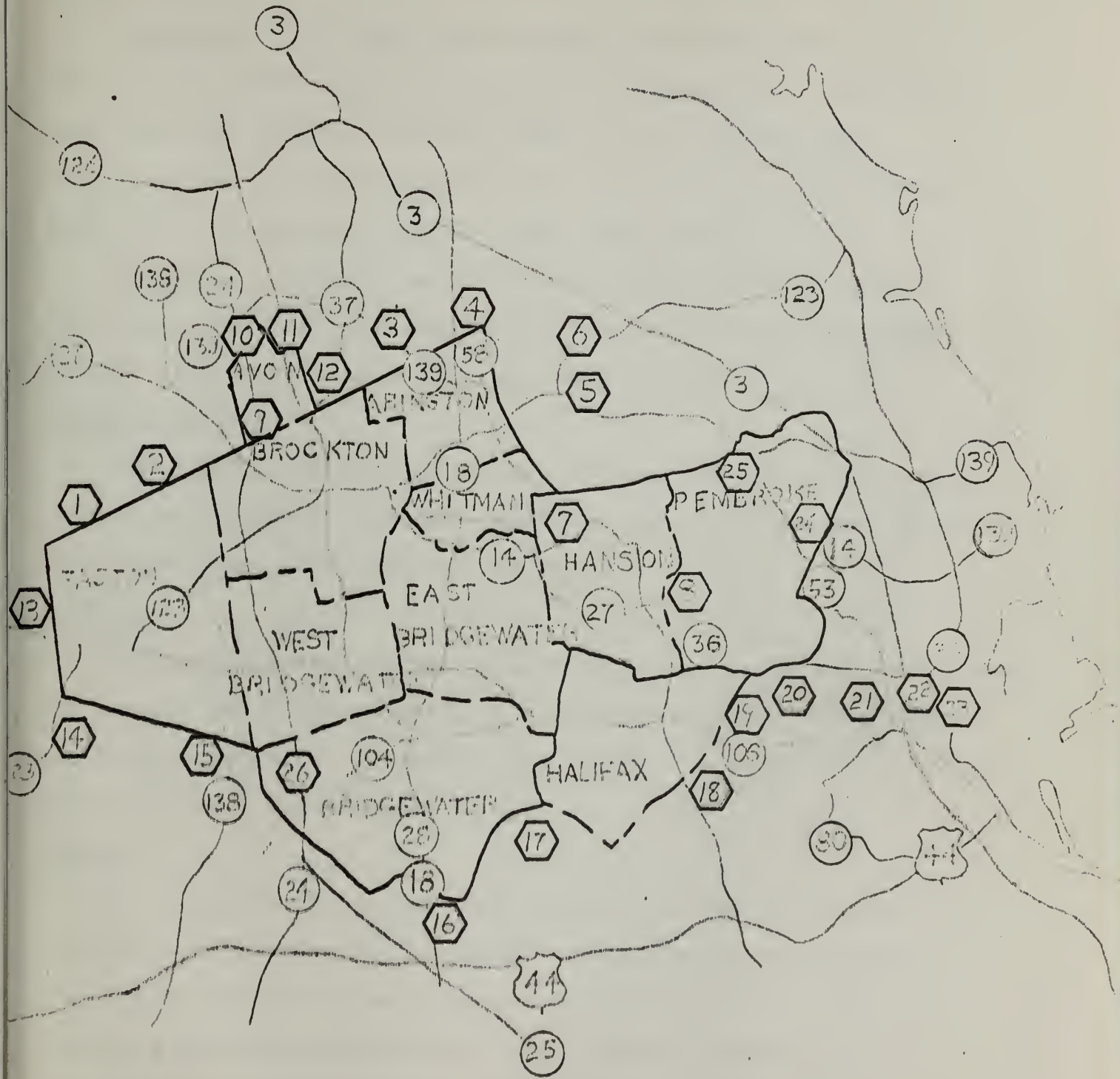
Route Or Street	Community	Location and Map Number	Volumes 1969	1970	1971	1972	Percent Change 69-70	70-71	71-72	69-72
Rte. 138	Raynham	Bridgewater Line #26	16,354	17,594	18,147	19,200	7.6	3.1	5.8	17.4

Locations: See map

Source: Mass. Department of Public Works, Bureau of Transportation Planning & Development

EXHIBIT B

LOCATION OF TRAFFIC COUNT STATIONS



Traffic Count Stations

Route Numbers

Source: DPW

Highway System Progress

Primary Routes

Route 24. Plans have been approved to widen Route 24 to three lanes as far south as Route 104 in Bridgewater. Work has been completed on this widening from exit 27 in Avon south for 1.3 miles. In addition, Route 24 has been resurfaced from Route 128 to the end of the new three lane section.

Route 25. The proposed 20 mile extension of Route 25 to Interstate Route 495 was approved in February. The $66 million project will improve the region's direct access to the West.

Secondary Routes

Route 106. The Town of Easton is planning a $400,000 project to improve Route 106 from the vocational school to the West Bridgewater town line, a distance of 1.5 miles.

Bridges

The Howard Street bridge project is still in the planning stage. The cost of the project, which would carry Route 37 over the Penn Central RR tracks, is estimated at $125,000. Alternative locations are currently being studied.

TOPICS

The comprehensive circulation system portion (Item 1) of the Brockton TOPICS plan is currently being redesigned by the DPW at the request of the Brockton Traffic Commission. The remaining portions of the TOPICS plan (Items 2 through 9) were approved by the Brockton City Council and forwarded to the DPW for review in September 1973.

Transportation Systems Operation Characteristics by Mode

Auto

The automobile continued to dominate regional transportation, providing the only viable point-to-point mode available. Auto travel within the city of Brockton saw no improvement because of inaction on the comprehensive one-way circulation system which has been under consideration for several years as part of the TOPICS plan.

Downtown traffic congestion is still a major problem. Automobile movement is particularly sluggish on the three paralleling North-South downtown streets (Main, Montello and Warren). This movement is hampered by street markings which suggest impractical turning, lane weaving requirements and obsolete signalization. Expedient automotive movement is further restricted by the fact that East-West travel across the city on either Route 123 or Route 27 requires travel on Main Street.

Regional North-South movement along Routes 24 and 18 seems adequate; however East-West movement along Routes 123 and 27 remains cumbersome. Efficient lateral movement through the region will require the construction of an East-West connector between Route I-495 and Route 3. Such a connector has been under study since 1966; however, no recent action has been taken other than a request to the DPW to perform a feasibility and location study. While the recent approval of the Route 25 and I-495 connector will improve the lateral movement situation to some extent, the real solution lies in a strategically located East-West connector.

Bus

Bus service within the city of Brockton was interrupted for the first nine months of 1973 by a strike against the Union Street Railway Co. The city of Brockton purchased eight buses from Union and added two more for a fleet of ten. The city has contracted with Crocker Transportation Service of Brockton to operate the new city owned bus system. Service resumed in September of 1973.

Under the new system, six main routes are serviced six days a week on half hour and 40 minute schedules. Four other routes are serviced six days a week on 40 minute or less intervals. Ridership on the Brockton lines is approaching 2000 a day.

Interstate Coach operated service between Easton and Brockton five times per day and between Stoughton and Brockton on an hourly basis. Approximate average daily ridership for these runs is 70 and 200 respectively. Crocker Transportation Service began hourly service from Abington/Whitman/Rockland to Brockton in mid-February.

W. H. Luddy and Sons, Inc. of East Bridgewater expanded its limited Wednesday shopper service between the Bridgewaters and Brockton to a five day schedule on February 25, 1974. Present plans call for two morning and two evening round trips. These will include stops at Waterford Village, a Flatley Company complex. Other area developers are considering similar commuter services.

MBTA continued to provide hourly service to Quincy Center and Ashmont Station with additional service at peak times. Daily ridership on these lines during the week average 1422 and 2501

respectively. Saturday ridership averaged 548 and 1301* while Sunday ridership average 94 and 488 respectively.

Almeida runs seven commuter buses between the Bridgewaters and Boston with average daily ridership of 560. Almeida retains its franchise on a Brockton-Boston run by providing Sunday service from New Bedford and Boston. Almeida has expressed a strong interest in including Brockton in its daily commuter service.

The Plymouth and Brockton Street Railway Co. began service from Brockton to Boston on March 11, 1974 under a 90 day emergency permit. This service runs from downtown Brockton with a stop at Westgate Mall to Essex Terminal and Park Square in Boston. The service will be expanded on March 25, 1974 to include two early morning commuter runs, two mid-morning and two mid-afternoon runs, and two evening commuter runs.

Taxi

Fourteen operators serve the region with taxi cab service. The largest number of vehicles is concentrated in Brockton where two operators have a total of approximately 35 taxis. All night service is available in Brockton.

Hudson Bus Co. provides limousine service from the Westgate Holiday Inn to Logan Airport. Service is available hourly from 5:45 A.M. to 9:45 P.M. seven days per week.

*MBTA Satruday ridership figures were from an April, 1970 survey. Other MBTA figures from Spring 1973.

Rail

Regional rail passenger service is limited to commuter runs from Stoughton to Back Bay and South Station. Service is provided twice in the morning and twice in the evening five days a week with one round trip on Saturdays. Ridership averages 425 on weekdays. Table 34 provides a breakdown of passenger service. An extension of rail passenger service to Easton has been proposed and is a JTC "short range" priority item.

TABLE 34
PASSENGER SERVICE THROUGH STOUGHTON STATION

in	Days	Avg. Pas. M-F	Avg. Pas. Sat	Leave Stoughton	Arrive/ Leave Back Bay	Arrive/ Leave South Station	Arrive Stoughton
)	M-F	160	-	7:40 A.M.	8:11 A.M.	8:16 A.M.	-
:	M-S	55	20	8:05 A.M.	8:35 A.M.	8:40 A.M.	-
	M-F	180	-	-	5:19 P.M.	5:14 P.M.	5:48 P.M.
	M-F	30	-	-	5:51 P.M.	5:46 P.M.	6:20 P.M.
	S	-	15	-	5:50 P.M.	5:45 P.M.	6:15 P.M.

rce: Penn Central Office, New Haven, Conn.

The "Brockton Rail Freight Zone" as defined by the U.S. Department of Transportation (DOT) covers approximately the same area as the OCPC Region.

As shown in Exhibit 2 rail freight service to the region is on three Penn Central lines. The main line runs through Avon, Brockton, West Bridgewater and Bridgewater with a spur to East Bridgewater. This is a DOT "recommended" freight route and accounts for 78 percent of freight traffic in the zone.

The "Old Colony" line runs through Abington, Whitman, Hanson and Halifax. No volume data is available on points along this line. The recently published DOT "Report On Rail Service In The Midwest And Northeast Region" lists this as a "potentially excess line."

The Easton line provides service through Stoughton to Easton where the line ends. No volume data is available on this line. The DOT report lists a second track that runs between 128 station and Stoughton as "potentially excess."

EXHIBIT C

Rail Freight Service to the Brockton Zone.



Population: 189,834[1]

Area (sq. miles): 162[1]

Railroad Service: Penn Central

Rail Freight Originated and Terminated:[2]

Carloads per year: 5,786

Carloads per day: 16

Principal Commodity:[2]

Food and Kindred Products

POINTS RECOMMENDED FOR LOCAL RAIL SERVICE

Station Name	Annual Carloads[2]
Brockton	2,200
Bridgewater	945
Avon	811
E. Bridgewater	564

Percent of traffic in zone at stations recommended for service: 78%

[1] 1970 Census of population

[2] 1972 Traffic data supplied by individual railroads

Source: "Rail Service in the Midwest and Northeast Region"
U. S. Department of Transportation, 1974

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MANAGEMENT AND SUPPORT

METROPOLITAN PLANNING ORGANIZATION

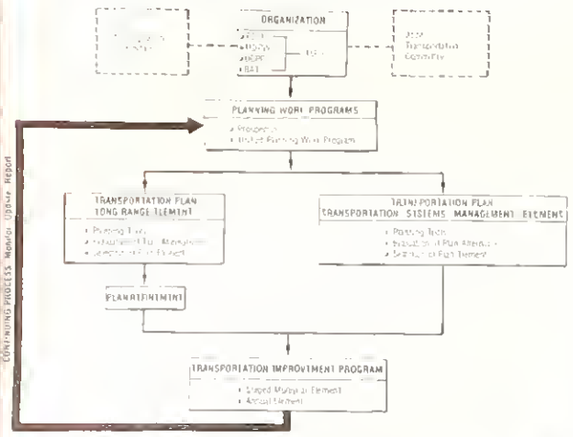
The MPO is the organization designated by the governor as being responsible for carrying out 3C transportation planning in each of the urbanized areas in the state. In Massachusetts the MPO is made up of the Secretary of the Executive Office of Transportation and Construction, the Commissioner of the Dept of Public Works, the Chairman of the Advisory Board of the Regional Transportation Authority, and the Chairman of the Regional Planning Council.



The MPO annually develops, reviews and endorses the Planning Work Program which includes a Prospectus and a Unified Work Program, a Transportation Plan, which includes a Long Range Element and a Transportation Systems Management Element; a Transportation Improvement Program, which includes an Annual Element, as well as such transportation plans and programs as may from time to time be required by federal and state laws and regulations.

The MPO is not a solitary player in the planning process. In addition to being comprised of a Committee of Signatories representing divergent agencies the MPO is also advised by the region's Transportation Planning Advisory Group - The Joint Transportation Committee.

URBAN TRANSPORTATION PLANNING



JOINT TRANSPORTATION COMMITTEE

"Citizens Working for Citizens"

On March 11, 1976 a Memorandum of Understanding was signed by the Secretary of Transportation and Construction, the Commissioner of the Department of Public Works, the President of the Old Colony Planning Council, and the Chairman of the Brockton Area Transit Authority. One of the objectives of this memorandum was to continue the Region's Joint Transportation Committee as the Transportation Policy Advisory Group for the region.

The JTC has become a forum for the airing of all problems associated with transportation planning. It has taken the responsibility for advising on all policies governing the continuing transportation planning process in the OCPC region. It has also been responsible for identifying and reconciling policy differences among participants so that the planning process may produce the most desirable and timely overall plan.

The JTC is an advisory group to the Old Colony Planning Council and the Metropolitan Planning Organization on matters relating to transportation. The major function of the JTC is to provide citizens with access to the transportation planning process. Under the Unified Work Program OCPC conducts a variety of activities on which the JTC advised the Council. Activities during the past year have included monitoring the BAT system, studying a program of coordinated service for the elderly and handicapped, working with area towns on Bikeways, updating of the Transportation Improvement Program and the Transportation Systems Management element, working on development of fringe area commuter parking lots, cooperation with MASSPOOL, completion of a major corridor study of Route 3, study of rail freight service in the region, and collection of a variety of socio-economic statistics which will be used in the transportation modeling effort.

As a general rule, membership on the Old Colony Joint Transportation Committee is inclusive rather than exclusive. Representation on the JTC is open to all interested groups who may wish to participate. In addition, and in order to provide a varied degree of competence to the Committee, there are included in the make-up of the Committee representatives of the various State and Federal agencies.



bat Brockton Area Transit



The Brockton Transportation Authority (BAT) has been providing transit service to the City of Brockton since July 1975. During 1977 the BAT system continued to thrive, attracting a new member into the transit district and providing new services. As a participant in the 3C process BAT represents the region's concern for public transportation needs and solutions to transportation problems.

Much of the success of BAT can be attributed to its continuing efforts to provide improved levels of service. In 977 BAT has been able to provide additional service to the town of Stoughton. A significant development in 1977 was the initiation of service from Brockton to Stoughton MBTA station where BAT meets the commuter train. On April 10, 1978 the Brockton Area Transit Authority (BAT) accepted delivery from General Motors, 15 new RTS-7 buses, the most advanced transit buses obtain east of Texas. Frequency for BAT Plus was increased to every 30 minutes, on six routes.

Why BAT was chosen to be the only transit authority east of Texas to obtain these buses, can be seen in the glowing success story apparent from the ridership monitoring service which OCPC provides BAT. The first complete year of operation of this monitoring has recently been completed and shows BAT ridership has been growing at a rate of better than 5% per month. This increase has been due in large part to the enthusiastic reception by the public, to expanded routes and schedules. The routes with increased (BAT Plus) service show the most remarkable ridership success. It also shows, (as indicated in Old Colony-s Transit Development Program), that people will use convenient bus service. In the future, since that service will also be on attractive new buses, OCPC looks forward to reporting even more ridership increases.



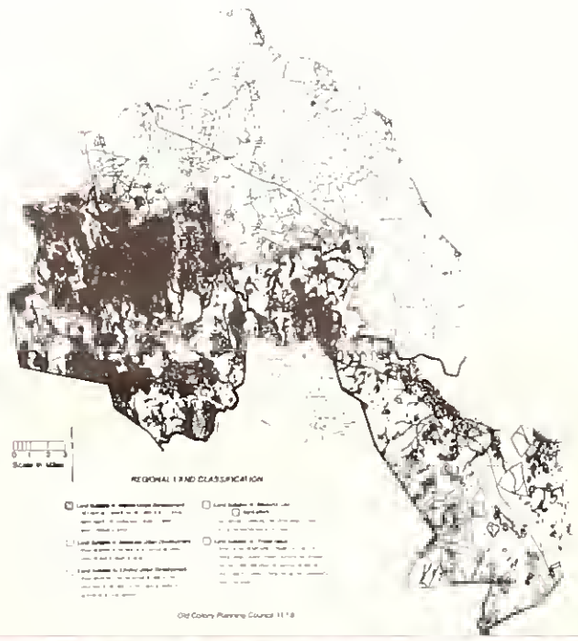
The Old Colony Planning Council has been providing BAT with short and long run planning assistance for the past year. Data collection and analysis by the OCPC has been instrumental in the implementation of Stoughton service, route adjustments, and the design of new services. Close cooperation between the two agencies has been assured by an interagency agreement recently signed by both parties. This agreement sets the stage for planning a marketing program by BAT, evaluation of alternatives for towns considering entry into the transit district, and an ongoing effort to monitor the success of the BAT system. These projects will help BAT continue its impressive service record.

THE TRANSPORTATION PLAN

During the past year the Council has prepared an update to the Long-Range Plan. This update is an interim step in developing the complete long-range plan, which will be completed during the next year using the computer modeling techniques currently being developed. The highlight of the update to the Long Range Plan is the setting of regional transportation goals under which planning will operate. These goals are:

1. Providing mobility to all the regions population.
2. Conserving of energy.
3. Making existing transportation more efficient.
4. Providing public transportation throughout the region.
5. Minimizing environmental impacts.
6. Providing special transportation to the elderly and handicapped.
7. Planning for a regional bikeway system.
8. Recommending only financially feasible projects.
9. Coordinating with other regional plans.
10. Involving citizens in the development of the plan.

As part of the transportation plan next year the East/West Study will be conducted as well as other sub-area studies in order to complete an overall transportation plan.



TRANSPORTATION IMPROVEMENT PROGRAM

The yearly process of reviewing and updating the TIP was again conducted by the JTC and the Transportation staff at OCPC and endorsed by the MPO.

The TIP contains a list of projects that have been given priorities of local, regional and state stature. All major transportation projects should be included in this document. However, all federally funded projects must be on the Annual Element of this TIP for funding approval. The TIP has both an annual and a 3-5 year element. A project which is scheduled to be started during this fiscal year (which ends September 30, 1978 under the new Federal Fiscal Year schedule) must appear in the Annual Element of the TIP.

TIP CATEGORIES

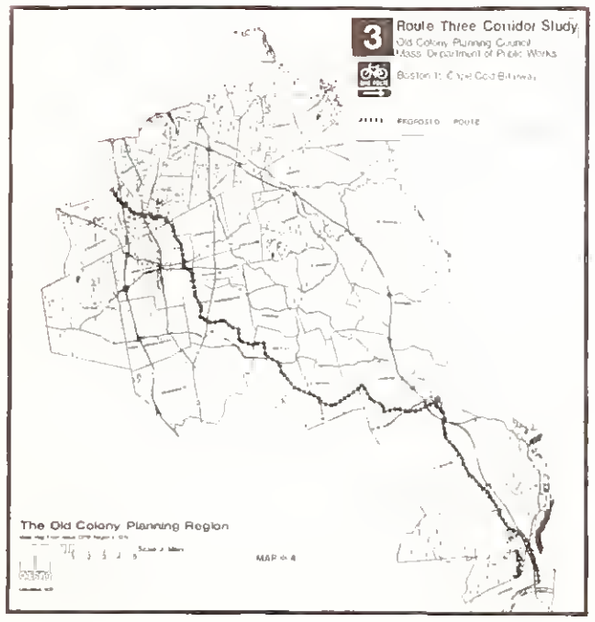
Funding Category	Example of Project
Interstate	Route I-495 extension to Route 25
Consolidated Primary	Improvement to Route 24
Urban System	Brockton North-South Highway from Howard Street to Plain Street
UMTA Section 3	BAT Rolling Stock and Equipment
UMTA Section 5	BAT Operating Subsidy
Rural Secondary	Reconstruction of 1 10 miles of Route 106 in Easton
High Hazard Location	Easton Route 123/138 between Belmont and Depot Street
Special Bridge Replacement	Main Street PCRR bridge Easton
Non Federal Aid	Local Bikeways, Carpooling
State Aid	Local road construction and reconstruction
Economic Growth Center	Route 44
Development Highway	

This cataloging process provides an opportunity for the listing of projects from which the MDPW draws in a given fiscal year. For this reason it becomes increasingly important for the area communities to prioritize or rate their projects.

SPECIAL STUDIES

BOSTON TO CAPE COD BIKEWAY SYSTEM

The establishment of the Boston to Cape Cod signed bike route for the OCPC region was completed by the OCPC staff as part of the Rte 3 corridor study. The final recommendations were presented to the MDPW for review and implementation. If constructed this facility will represent the only major bikeway in the region connecting Boston and Cape Cod. This facility will encourage bicycling as a form of transportation as well as recreation. It will also provide area residents with a direct and safe bike route to either Boston or Cape Cod.



CENSUS WORK

Correction, update and extension (CUE) of the GBF/DIME File neared completion this past year. The CUE program is being conducted under a contract with the U.S. Bureau of Census with financial and technical assistance from MDPW. The DIME File now includes all OCPC communities except Plymouth, which is not in an SMSA. Plymouth will be included in the file during next year.

East ⟷ West Transportation Study

The town of Stoughton, in response to the severe traffic conditions at Stoughton Square, has requested that the Old Colony Planning Council (OCPC) undertake a study to quantify the nature of the problem and develop appropriate solutions for improving the situation. After discussing the prospects of conducting such a study with the Mass. Department of Public Works, it was concluded that in order to effectively analyze this problem the travel conditions of neighboring communities would need to be addressed as well. As a result of the concerns raised during these discussions, it was decided that OCPC should examine the Stoughton Square problem as part of a regional study of east/west travel.

The problem of east/west travel as typified by the traffic conditions in Stoughton Square and downtown Brockton, has historically been a major concern within the Old Colony region. It has also been a long term goal of OCPC to conduct a regional east/west study.

The starting point for the East/West study will be the Stoughton Square area. The examination of this area will emphasize improving circulation and the flow of traffic through the square. All recommendations for upgrading traffic conditions will be done in conjunction with the present plans for redeveloping this area. The OCPC transportation staff plans to work closely with Stoughton officials during this part of the study.

The objectives of the study will be to analyze current and future travel conditions, identify problem areas, and formulate a coordinated set of recommendations for upgrading east/west travel. In particular, the study will address the issues of congestion and the useful life of roadways to determine the capability of the present road network to accommodate existing and expected traffic volumes. The study will also examine the problems associated with east/west bus and rail travel. During the study, special consideration will be given to integrating the work of the study with local development plans.

In order to effectively address the issues related to improving regional east/west travel, the staff has designed the study as a four phase project. The preliminary demarcation line between phase I and II will be the Route 28 impact area in Brockton. The first phase of the study will focus on the towns of Avon, Stoughton and the western portion of Brockton. In the second phase, emphasis will be placed principally on the towns of Abington, Whitman, Hanson and Pembroke. The third phase of the study will investigate travel conditions in the balance of the OCPC region. The fourth phase will focus on the towns of Kingston and Plymouth.

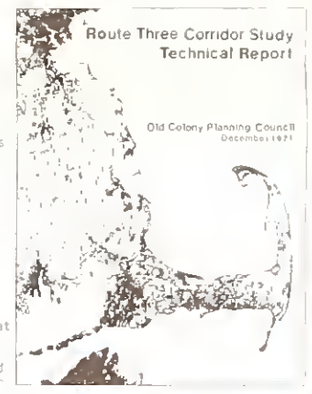
These four phases will form the basis for the new Old Colony Regional Long-Range Transportation Plan.

ROUTE 3 CORRIDOR PLANNING STUDY (CPS)

In response to the existing need for a more orderly and continuous flow of high speed traffic in the Rt 3 area, the Mass. Department of Public Works has designated the Old Colony Planning Council as the agency to conduct the Route 3 Corridor Study.

Route 3 is the principal highway connection from the Boston Metropolitan Area to the South Shore and Cape Cod. As such, inefficiencies on this highway facility affect literally thousands of work and recreational trips. Improvements on this vital route stand to advance the transportation system as a whole in this section of the Commonwealth.

The Route 3 CPS found that the existing road is highly congested from Route 18 in Weymouth to Route 53 in Hanover and that this congestion was associated with commuter from the South Shore bound for Boston. Forecasts indicated that the problem would grow worse and extend south to Route 139 in Pembroke. The recommendation of the study was that since no one solution was adequate by itself that a program of promotion of carpools and buses and widening of Route 3 to 3 lanes, for possible use as a carpool/bus lane, be undertaken as soon as possible.



FRINGE AREA PARKING

Over the past four years the Old Colony region has been an active participant in the 3C Transportation Planning Process. During this time, the Joint Transportation Committee (JTC) has continually sought to improve the regional transportation system. From the onset, the JTC has been concerned with implementing fringe area parking lots in order to encourage carpooling and transit use. The JTC recognizes the need to formalize the ad-hoc on-street commuter parking arrangements that now exist.

Commuter parking facilities are off-street parking lots that offer a connection between private and public transportation. They are designed to provide the outlying suburban communities with the alternative of riding public transportation or carpooling into the downtown urban area.

Formalized commuter parking facilities in West Bridgewater, Kingston, Barnstable and Bourne on Cape Cod have been enthusiastically received by patrons of those area. The Council has noted the immediate success of these facilities, and the rapid increase in parking commuters once a lot has been formalized and designated for commuter parking. It is the intent of the JTC and OCPC to bring forth these recommended potential sites for additional formalized commuter parking areas to be located in the OCPC region.

In West Bridgewater the MDPW signed a contract in 1977, with the owner of the Crossroad Arena, leasing a portion of the parking lot to provide guaranteed free parking to those commuters carpooling in Boston. The OCPC staff has completed an indepth study of commuter parking lots in the OCPC region. The study included surveying the existing ad hoc parking lots, and also locating potential sites for additional fringe area parking to be located in the OCPC region.

OCPC has located essentially ten recommended potential sites for commuter parking lots in the region, some which are multi-site locations, which have several parcels that could be used as sites. The Commuter Parking Lot Study basically explains where these sites are located, who owns the sites, the park-n-ride demand for these areas, and what public transportation exist in the areas. The recommended sites are located at: Avon-Route 24 and Harrison Blvd., Bridgewater Center, Brockton Route 123 and 24, North Easton Route 138, Pembroke Route 139 and Route 3, Plymouth proposed Route 44 and 3, Plymouth proposed Information Center exit 39; Stoughton Route 139 and 24, Stoughton proposed train station on Central Street, and West Bridgewater North Elm Street proposed Commuter Lot.

1977/1978 OLD COLONY PLANNING COUNCIL PRODUCTS

Land Use and Housing.

Future Housing Needs in the Old Colony Region, 1975-1995
Summary Statement of the OCPC Housing and Land Use Element
Historic Sites in the Old Colony Region

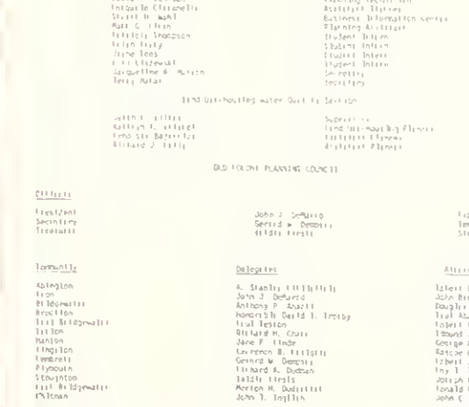
Economic Development and Base Data.

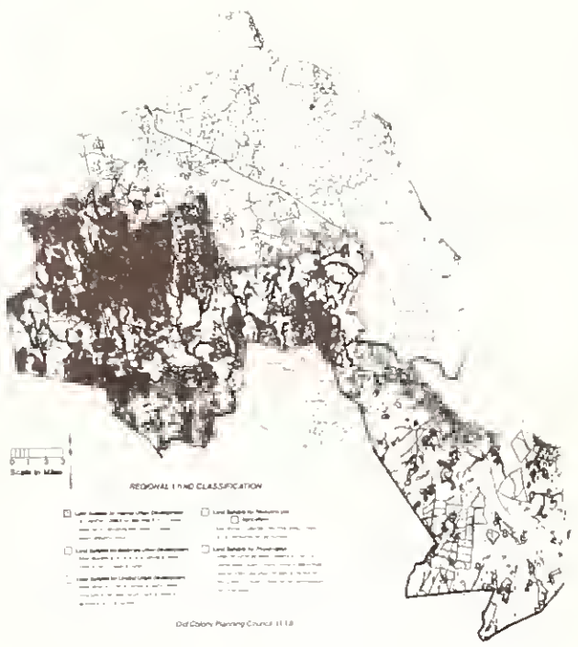
OEDP Progress Report 1977
Industrial Development Kit, 1977
Impact of the Foxboro Co. on East Bridgewater, 1978
Community Resource Inventory 1978
Industrial Sites Survey
Census Tract Updates and Delineation of Major Retail Centers, Enumeration Districts, and Census Designated Places for the OCPC Region
Population, Households, Employment, School Enrollment, Minorities, Percent Below Poverty Level, Autos and Trucks, by BAZ for OCPC Region
SYMAP Display of Minorities, Population Distribution and Density, OCPC Region

policies governing the continuing transportation planning process in the OCPC region. It has also been responsible for identifying and reconciling policy differences among participants so that the planning process may produce the most desirable and timely overall plan.

The JTC is an advisory group to the Old Colony Planning Council and the Metropolitan Planning Organization in matters relating to transportation. The major function of the JTC is to provide citizens with access to the transportation planning process. Under the Unified Work Program OCPC conducts a variety of activities on which the JTC advised the Council. Activities during the past year have included monitoring the BAT system, studying a program of coordinated service for the elderly and handicapped, working with area towns on Bikeways, updating of the Transportation Improvement Program and the Transportation Systems Management element, working on development of fringe area commuter parking lots, cooperation with MASSPOOL, completion of a major corridor study of Route 3, study of rail freight service in the region, and collection of a variety of socio-economic statistics which will be used in the transportation modeling effort.

As a general rule, membership on the Old Colony Joint Transportation Committee is inclusive rather than exclusive. Representation on the JTC is open to all interested groups who may wish to participate. In addition, and in order to provide a varied degree of competence to the Committee, there are included in the make-up of the Committee representatives of the various State and Federal agencies

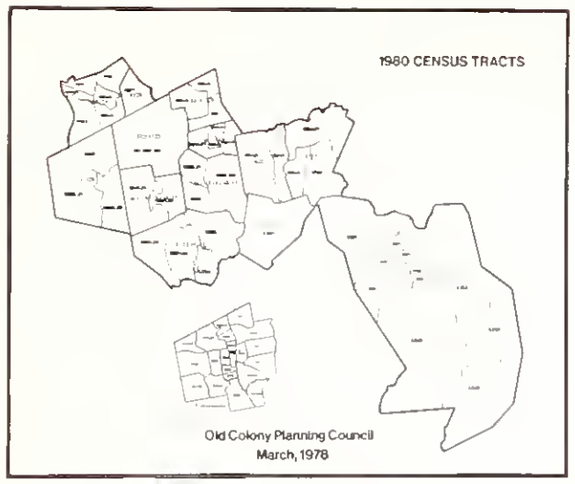




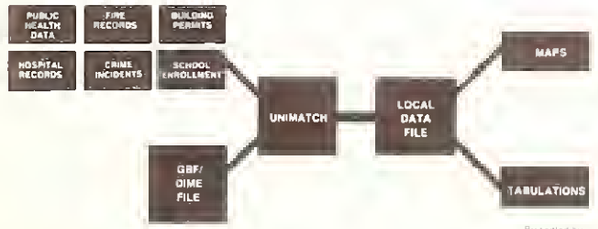


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The DIME file reflects all of the changes made in census tracts as illustrated in the map above. The file has already been used by OCPC and other local users such as: the Brockton City Planning Office, Area Banks, etc. It is hoped that area communities can use these same maps for local purposes, including determination of socio-economic distributions, routing of school buses, and locating schools and fire stations. The following illustration shows how local files can be geo-coded by using the DIME File and the UNIMATCH program



Presented by
- Block
- Tract
- Districts
(Fire School Others)
- Etc

Formalized commuter parking facilities in West Bridgewater, Kingston, Barnstable and Bourne on Cape Cod have been enthusiastically received by patrons of those area. The Council has noted the immediate success of these facilities, and the rapid increase in parking commuters once a lot has been formalized and designated for commuter parking. It is the intent of the JTC and OCPC to bring forth these recommended potential sites for additional formalized commuter parking areas to be located in the OCPC region

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- Population, Households, Employment, School Enrollment, Minorities, Percent Below Poverty Level, Autos and Trucks, by BAZ for OCPC Region
- SYMAP Display of Minorities, Population Distribution and Density, OCPC Region

Water Quality

- Toward Clean Water Alternatives for Action Vol. 1, Draft Environmental Impact Assessment
- Toward Clean Water A Program for Action
- Opportunities for Water Conservation
- Technical Memorandum Defining Groundwater Well Protection Area
- Technical Memorandum Determining the Magnitude and Extent of a Need for Public Sewerage System
- Septic Tanks and Cesspool Operation and Maintenance

Transportation

- Transportation Improvement Program, FY78
- Transportation System Management, FY78
- Unified Work Program, 1977-1978
- Route Three Corridor Planning Study Interim Report
- Route Three Corridor Planning Study, Final Report
- Route Three Corridor Planning Study, Technical Report
- Commuter Parking Lot Study
- Prospectus
- Boston to Cape Cod Bikeway

FINANCIAL STATEMENT FOR PROGRAM YEAR 1977-1978

Massachusetts Department of Public Works Contract No. 19371	$ 75,000
Urban Mass Transportation Administration Grant No. MA-09-0037 Amendment 1	25,320
Local Share Contribution	6,330
	$106,650

This report was prepared under contract No. 19371 with the Massachusetts Department of Public Works and with the cooperation of the Federal Highway Administration.
The opinions, finding and conclusions expressed in this publication are those of the authors and not necessarily those of the Massachusetts Department of Public Works or the Federal Highway Administration.

MASS. /3 Oct:1-2/1977/map

1977/78 Annual Review Report Of Transportation Planning In The Old Colony Region

JUL 12 1
Department Copy

OLD COLONY PLANNING COUNCIL

The Old Colony Planning Council District



OLD COLONY PLANNING COUNCIL STAFF

Daniel M. [illegible]	Executive Director
Frances E. Nolan	Administrative Assistant
Alice C. Shepard	Secretary/Bookkeeper
Sheryll M. Nolan	Word Processor
Linda L. Barnes	Secretary/Receptionist

Transportation/Economic Development Section

A. Theodore Lowry	Supervisor
Daniel F. Bosler	Transportation Planner
Richard F. Fish	Transportation Planner
David E. Johnson	Planning Technician
Antonio Chiarenello	Assistant Planner
Sharon M. Wood	Economic Information Specialist
Mark C. Ellis	Planning Assistant
Patricia Donovan	Student Intern
Ralph Healy	Student Intern
Diane Ross	Student Intern
[illegible] Whitehead	Student Intern
Jacqueline A. Marsh	Secretary
Terry Nolan	Secretary

Water Quality/Facilities Water Quality Section

[illegible]	Supervisor
Kathryn E. [illegible]	Planner/Water Quality Planner
Lynn Ste Barbara	Environmental Planner
Richard J. Duffy	Assistant Planner

OLD COLONY PLANNING COUNCIL

Officers

President	John J. Sheehan	Avon
Secretary	Gerald W. Desmond	Bridgewater
Treasurer	Ralph Healy	Stoughton

Community	Delegates	Alternates
Abington	A. Stanley [illegible]	Robert Donovan
Avon	John J. DeSanto	John Brechlin
Bridgewater	Anthony P. Rocco	Douglas Hunt
Brockton	Honorable David D. Crowley	Neal Adams
East Bridgewater	Neal Denton	Robert VanOsterp
Easton	Richard M. Chase	Edward J. McAdam Jr.
Hanson	Jane F. Linde	George Aspinall
Kingston	Lawrence B. [illegible]	Ralph Cobb
Lakeville	Gerald W. Desmond	Robert J. Critchard, Jr.
Plymouth	Richard A. Dunbar	Ira J. Ingalls
Stoughton	Ralph Healy	John A. Sindoni
West Bridgewater	Morton M. Duddy	Donald F. Snell
Whitman	John J. Toolin	John C. Jones

As defined by the National Association of Regional Councils (NARC), "Regional Councils provide a forum for local officials to identify regional problems, develop alternative solutions, and make recommendations to local governments on a regional strategy to deal with these problems." Problems facing local communities, much the same as the problems that face the residents, do cross local boundaries. From air and water pollution, to crime, to traffic congestion, to economic viability, many problems facing citizens and their local governments today cannot be solved within a single city or county. This is where the Old Colony Planning Council and the Joint Transportation Committee can, and are, of assistance to the communities that they serve. Regional councils are the vehicles of local and state government. As such, they are dedicated to the premise of providing cooperative and individual assistance to all citizens.

The OCPC is responsible for regional comprehensive planning, A-95 review, and 3C transportation planning within its district. Within the 3C process the Council is responsible for maintaining the planning process, supporting the activities of the JTC, and providing the necessary technical staff.

In 1977 the Old Colony Planning Council participated in the Massachusetts Growth Policy Development process along with other member communities of the Council. The Council also has completed the Water Quality Management Planning Program, and has submitted a Draft Environmental Impact Assessment Toward Clean Water, (Alternatives for Actions Vol. 1). Additionally, reports have been prepared in several areas of important concern including housing; water supply; historic sites; land use and water quality issues; transportation; and economic development. The Old Colony Planning Council continues to be an important factor in improving the physical and economic environment of the region.

TRANSPORTATION SYSTEM PLANNING

Work on the Regional Highway Network progressed during this year. This is a computer system which identifies the traffic characteristics of each of the major roadways in the region. The network now includes all important roads and intersections, a computer generated map of the network, and the ability to load trips onto the network from Basic Analysis Zones (BAZs). Work will now be directed towards forecasting the number of trips that will be made between BAZ's and forecasting the roads they will use. In this way potentially congested roads can be identified and a variety of solutions can be easily and inexpensively tested using the model



TRANSPORTATION SYSTEM MANAGEMENT ELEMENT

The TSM is simply the short-range element of the transportation plan. It requires the creation and continuing update and evaluation of a plan which addresses the short-range transportation needs of urban area through efficient use of existing transportation resources and inter-modal planning. The five major goals are as follows:

1. Reduce traffic congestion
2. Identify means to improve East/West travel
3. Improve regional transit service
4. Improve commuter transit service
5. Integrate local/regional bikeway system

TSM planning is carried out from a regional perspective. A regionwide approach eliminates the possibility of duplicate or conflicting TSM projects which might be developed if individual localities or transportation agencies prepared individual TSM plans. Integrating the TSM process into the overall metropolitan transportation planning process also insures that the TSM will be consistant with the region's long-range transportation plan.

Often a barrier to the use of mass transportation is a lack of information about what services are available. This map is an attempt to increase the useage of mass transportation by making reliable information about routes, services and facilities available to the general public.

To use this map first see if any mass transportation exists linking your origin with your destination. If a service is available it has a coded line for the company or agency providing the service as well as a route number. The legend gives the telephone numbers of the mass transportation. Telephone and ask for schedule and fare information for the route number you are interested in. With this information you can join that section of the public that is finding the benefits of using transit and reducing automobile congestion, pollution and energy consumption.

If you're located in an area not covered by transit there are still some options available to you other than driving yourself. Regular commuters who are interested in carpooling to work are invited to call MASSPOOL at 542-4080. MASSPOOL, a program operated by the Mass. DPW, aims at arranging matches among people for ride sharing purpose. As a further aid to carpoolers the state operates commuter parking lots (locations shown) to provide convenient meeting places for carpoolers.

In addition to these services there is taxi service available throughout the region. A list of phone numbers is also included. The cost of taxi service from Logan Airport can also be reduced by taking advantage of the SHARE-A-RIDE Program of MASSPORT available at the marked booths at the airport. A limousine service is also provided by HBL from Brockton (Carlton House and Holiday Inn) to Logan Airport.

It is a goal of the Council to offer a choice to the region in transportation in addition to the private passenger car. We hope that this map might provide you with some information you might not have known before and we think with this information you'll have more of a choice.

BAT Brockton Area Transit
- All Routes
- Bat Plus
- Mini Maller (MM)

Mass. D.P.W., 1975
Old Colony Planning Council, 1977

CITY OF BROCKTON MASSACHUSETTS

To Boston
South Station
Park Square

To Boston
South Station

To Boston
South Station
Park Square

To Boston
Ashmont

To Boston
Back Bay
South Station

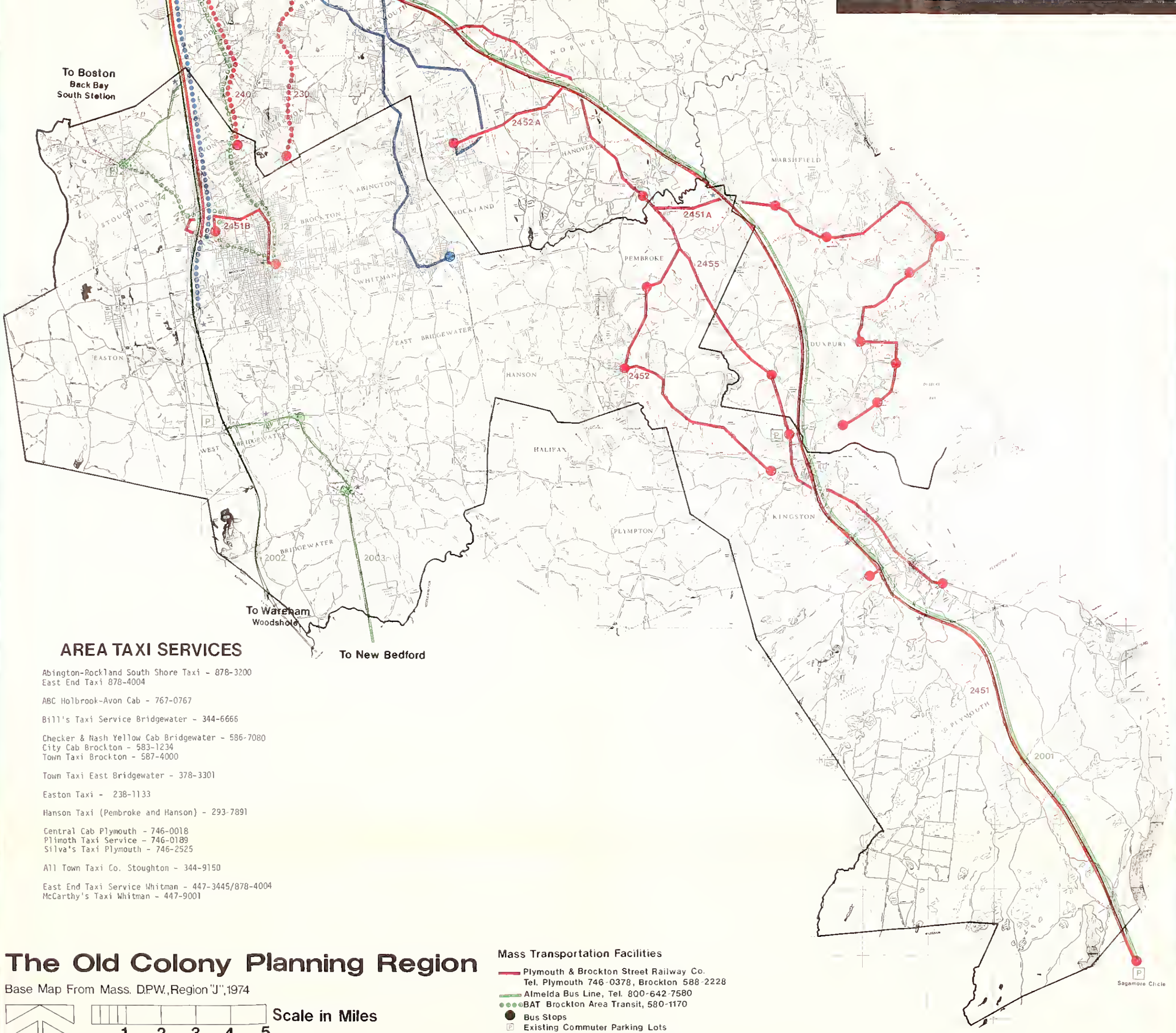
To Wareham
Woodshole

To New Bedford

AREA TAXI SERVICES

Abington-Rockland South Shore Taxi - 878-3200
East End Taxi 878-4004

ABC Holbrook-Avon Cab - 767-0767



AREA TAXI SERVICES

Abington-Rockland South Shore Taxi - 878-3200
East End Taxi 878-4004

ABC Holbrook-Avon Cab - 767-0767

Bill's Taxi Service Bridgewater - 344-6666

Checker & Nash Yellow Cab Bridgewater - 586-7080
City Cab Brockton - 583-1234
Town Taxi Brockton - 587-4000

Town Taxi East Bridgewater - 378-3301

Easton Taxi - 238-1133

Hanson Taxi (Pembroke and Hanson) - 293-7891

Central Cab Plymouth - 746-0018
Plimoth Taxi Service - 746-0189
Silva's Taxi Plymouth - 746-2525

All Town Taxi Co. Stoughton - 344-9150

East End Taxi Service Whitman - 447-3445/878-4004
McCarthy's Taxi Whitman - 447-9001

The Old Colony Planning Region

Base Map From Mass. D.P.W., Region "J", 1974

NORTH

1 2 3 4 5 Scale in Miles

December, 1976

Produced in cooperation with
Plymouth County Development Council

Mass Transportation Facilities

- Plymouth & Brockton Street Railway Co. Tel. Plymouth 746-0378, Brockton 588-2228
- Almeida Bus Line, Tel. 800-642-7580
- BAT Brockton Area Transit, 580-1170
- Bus Stops
- P Existing Commuter Parking Lots
- ★ Potential Commuter Parking Sites
- MBTA Commuter Train, Tel. 482-4400
- Hudson Bus Line Inc., Tel. 335-9884
- MBTA Bus Line, Tel. 727-5700
- Hudson Bus Line, Airport Limousine Service Tel. 696-9200

